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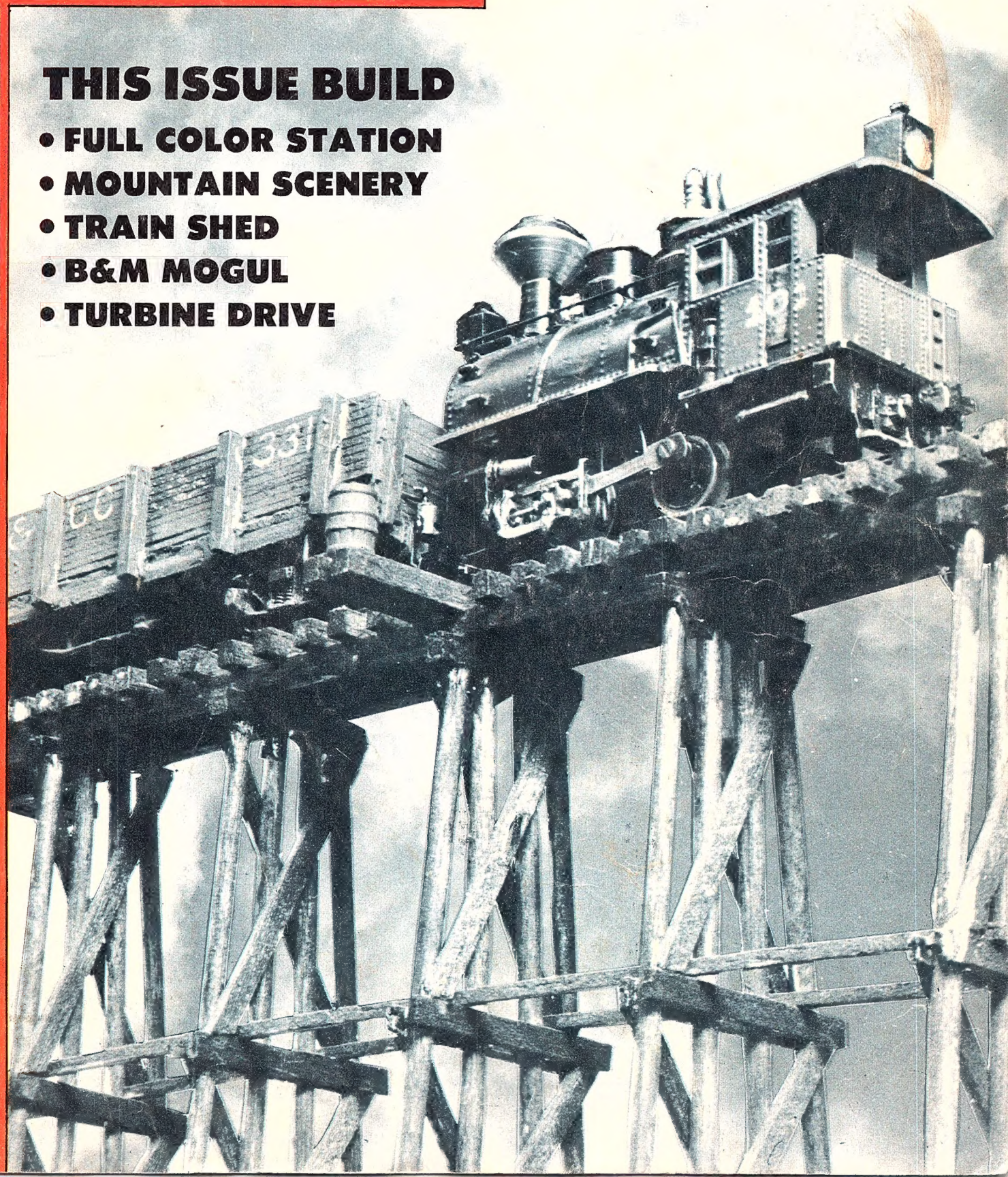
THIS ISSUE BUILD

- FULL COLOR STATION
- MOUNTAIN SCENERY
- TRAIN SHED
- B&M MOGUL
- TURBINE DRIVE



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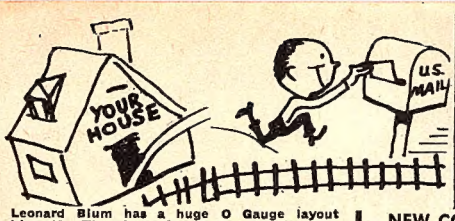

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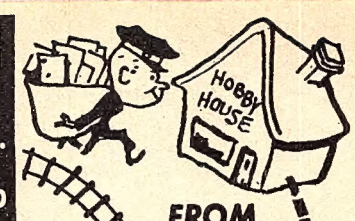

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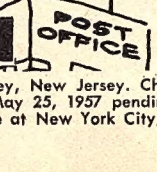

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for APRIL 1958

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SAFETY VALVE

Boo Boo Or Boom Boom?

Was reading with interest the Feb. RMC and wondered what an ICC inspector would say to the picture on the Kansas City club showing MW&S loco 601 with a tank full of gasoline directly behind the engine (pg. 17). As an old railroad man, this was the first thing that stood out to me. When I was with the MOP years ago, an "acting yardmaster" became very inactive because of such a boo-boo.

Incidentally I have never seen any mention in your magazine of our Model Railroad Club of Atlanta.

Ewing Dale
P. O. Box 911
Decatur, Georgia

Let's hope that the boys out in Kansas City will henceworth carefully conform to the required safety regulations governing the safe movement of gasoline by rail. As for club publicity, and this goes for all clubs; we can print only that news which we receive regarding your club. A piece on the Atlanta club, incidentally, is scheduled for early publication. Ed.

Railroad Photo Albums

My compliments on your locomotive albums recently received. Let's have more of the same. They are worth every penny of your asking price and more. Also, how about some articles on old-time (1880-1890) freight and passenger rolling stock?

MSgt. I. H. Hinitz, USMC
2422 Tarawa Blvd.
Tarawa Terrace, N. C.

Two new albums are now in preparation and will be released in late June. Ed.

Where's Raoul Martin?

I wrote Raoul Martin, University of Washington, in Seattle, following his letter in the Feb. Safety Valve. The letter was returned marked "unclaimed." I would appreciate a new address, since we are both interested in the same phase of modeling.

E. C. Kreissig
2006 Pleasant St.
Bethel Park Penna.

Sorry, but the address given was the only one we had. Perhaps Raoul will see your request and write you directly. Ed.

Berkshire Conversion

I have just received the January issue and was interested in the conversion of the plastic Berkshire by Russ Porter. As I have also made a conversion, perhaps you would be interested in how I did it.

First, the only thing which I have discarded are the driving wheels. In place of them I inserted brass bearings drilled ⅛". At present these are held in with glue but I am making a bracket to lock them all together. I fitted Hambling wheels and axles (English, as these were the only ones available out here). The existing valve gear has been retained and I am interested in seeing how long it will last! A hole was cut in the floor and a Pittman DC-60 motor fitted using spacers under the rear. A 40:1 gear was fitted under the rear axle and this has just been changed to 80:1. This gives a nice speed for me. The front wheels are sprung and the leading wheel of the trailing truck is steel. The tender trucks have been replaced with Red Ball six-wheel Buckeyes which I use to pick up power.

At the present time it doesn't appear to have any bugs in it. It's a question of how the plastic valve gear will stand up.

I have a 20' x 11' garage and am building a layout around the wall on two levels. (Yes, I can get the car in and out). My rolling stock consists of Varney, Globe, Tenshodo, Mantua, and

A NEW BUT OLD '93

Above photo shows one of the tree OLDIE'S just released. The ARMOUR Meat express, Circa 1893 bright yellow sides with crisp black lettering. These 36' cars are of new design with the NEW universal coupler pocket. ARMOUR and SWIFT reefer only $3.35 complete. B & O GLOBE LINE Box car $2.95 complete. (RED)

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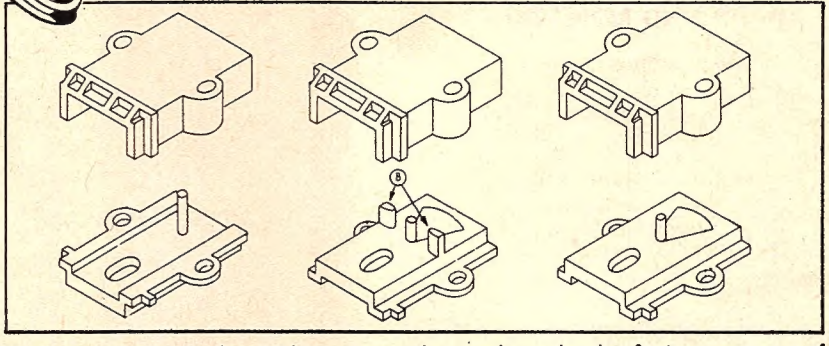

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RDC ... (350K) ... 24.95
MANTUA
Sherk Nose Rd. Diesel A or B Unit 14.95
Shark Nose B Dummy... 7.95
Sherk Nose Dual Drive ... 9.95

IMPORTS
LOCOS • TROLLEYS • CARS

EVERYTHING CARRIES THE FAMOUS AHC GUARANTEE. WE STOCK OR CAN SUPPLY MOST ANYTHING! IF AVAILABLE, AHC SUPPLIES IT & FAST!

IMPORTED LOCOS, TROLLEYS
B&O Switcher ... 15.00
0-4-0 Mother Hubbard... 15.00
Diamond Stack 20.00; R-T-R ... 25.00
4-4-0 "Am. Oldie 16.00 R-T-R ... 22.50
2 Truck Shay ... 47.50
ACL 0-6-0 Oldie 20.00; R-T-R ... 25.00
Ostrich 4-6-0 17.50; R-T-R ... 22.50
4-6-2 Pacific 22.50; R-T-R ... 33.00
MKT 4-8-0 25.00; R-T-R ... 30.00
4-6-6 B&A 27.50; R-T-R ... 35.00
4-6-6-4 UP Challenger Articulated Ready-to-Run Only ... 95.00
4-8-8-2 Cab Forward Articulated Kit ... 75.00; R-T-R ... 95.00
0-8-0 U.S.R.A. 26.00; R-T-R ... 32.00
2-8-0 C'el'dtn. 26.00; R-T-R ... 33.00
GP-9 Switcher...22.00; R-T-R ... 27.50
B&O, NYC, SR, UP, PRR, SF, GN
F-9 A&B...27.95; R-T-R ... 33.50
PRR, ATSF, KCS, UP, GN, Erie, WP, IC, NP, NYC
Coney Is. Trolley 12.00; R-T-R ... 15.00
IRR Trolley, R-T-R Only ... 17.50
PCC Trolley, R-T-R Only ... 20.00
Centipede Tender 14W1, NYC ... 10.00
Shorty Vanderbilt Oil Tender ... 5.50
So. Shore Elect. 12.50; R-T-R ... 17.95
01B Electric ... 12.50; R-T-R ... 17.95
F-7 A&B ... 27.95; R-T-R ... 33.50
PRR, NYC, SF, UP, Erie, GN, CRRNJ
F-7 A&B ... 27.95; R-T-R ... 33.50
PRR, SF, SF, NYC, Erie, GN
1500 hp. Alco Switcher Kit ... 21.00
CAR KITS (ALL METAL)
40' AUTO ... ea. 1.50
B&O, Seab'd, MKT, UP
50' BOX ... ea. 1.75
SP, C&NW, Monon, SF, PRR, MKT

ORDER WHAT YOU NEED FROM AHC

Booster — 10.95 Shifter ... 15.95
Valve Gear Kits ... 2.95 Armbld. 4.95
Little Six — 12.95 Big Six ... 17.95
Pacific — 24.95 Mikado ... 27.95
Trolley — 8.95 General ... 24.95
Roundhouse Goat ... 24.50
Mogul or Belle of 80's ... ea. 29.50
MODEL DIE CASTING
0-6-0 Switcher ... 17.50 R-T-R ... 28.50
4-4-2 Atlan. ... 24.95 R-T-R ... 36.50
Yd. Hog 0-6-0 ... 14.50 R-T-R ... 23.50
PENN LINE
GG1 — 29.50 Painted Kit 44.50
Ready-to-Run, Painted ... 49.50
Pacific - 34.50 Atlantic ... 29.50
Consolidation 32.50 Mikado ... 34.50
Decapod ... 39.50 Articulated ... 49.50
Dsl. Switcher ... 11.95 R-T-R ... 16.50
PENNA. SCALE MODELS
FM Diesel 8 wl. dr. ... 22.95
Street Cars: PCC ... 17.95 IRR ... 22.50
Brill Trolley ... 18.95 IRR Trailer ... 12.50
PITTMAN
Bride & Groom ... 14.95
MOTORS: DC60 ... 5.00 DC62A ... 4.75
DC70 ... 5.50 DC71B ... 6.50 DC91 ... 8.00

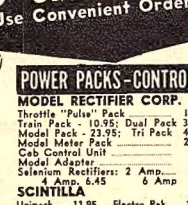
EVERY DAY IS SAVINGS DAY AT AMERICA'S HOBBY CENTER

VARNEY
Aerotrain Loco .99 Finished ... 1.99
Aerotrain Power Kit ... 9.50
O-4-0 Dockside ... 15.00
Dockside Valve Gear ... 3.50
Brute Diesel A or B (Assmbld.) 15.00
Brute Diesel Dummy A or B ... 1.25
Consolidation (with Tender) ... 29.95
GM 1000hp Diesel Switcher ... 19.75
Casey Jones with Tender ... 22.00
Drive Unit; Single 9.50; Double 14.95
MISCELLANEOUS
MEW 44 Ton Diesel 19.95 R-T-R 24.95
GP9 Diesel (O.K.) Assmbld. ... 19.95
WALTHERS Shuttle Jack ... 21.95

POWER PACKS-CONTROLS

MODEL RECTIFIER CORP.
Throttle "Pulse" Pack ... 13.95
Train Pack - 10.95; Dual Pack 32.95
Model Pack - 23.95; Tri Pack 43.95
Model Meter Pack ... 25.50
Cab Control Unit ... 9.95
Model Adapter ... 9.95
Selenium Rectifiers: 2 Amp... 4.50
4 Amp. 6.45 6 Amp ... 7.95
SCINTILLA
Unipack ... 11.95 Electro Pak ... 19.95
AC Sub Stn... 7.95 Unipack Sr... 14.95

NEW!
BRAND NEW RELEASES FROM THESE LEADING MANUFACTURERS ... ORDER BY MAIL FROM AHC



ATLAS "Custom-Line" LAYOUT BOOK 1.00
The answers to almost every track Layout Question! 19 Layouts, too.

Atheam
READY-TO-RUN LOCO
Brand New "Porter Yard Switcher" — Hi-F Powered. Imagine—Under $5.00!

$4.95

Electro Pack, Dual Control ... 27.50
Dyna Pack Mark IV ... 31.95
Electro Pak Sr. ... 27.50

MISCELLANEOUS
BERGEN PACER PACKS:
Mono ... 15.95 Duo ... 34.95 Trio ... 42.95
Powerpacks: Herkimer, Gilbert, Varney, Hobbyline or Tyco ea. 11.95
Tyco Lightning Pack ... 24.95
HO Rheostat (Ohmite MT-40) 6.60
Circuit Breakers 3 or 5 amps. ... .50
Jiffy Switch Controller ... 2.25
0-6 or 0-20 DC Amp Panel Meter 3.00
0-15 DC Voltmeter Sq. Panel Type 3.00
Toggle Switches: SPST ... .70
DPST ... .80 DPDT or SPDT ... .95
DP-DT center off position, Reverse 1.40
SP-DT mom. (1 hole mounting)... 1.25

HO ROLLING STOCK

ATHEARN & GLOBE
STREAMLINERS (PLASTIC):
Coach or Baggage - Mail ... .98
Decorated SF, PRR or Burl. ... 1.98
Vista Dome or Observation... 1.29
Decorated SF, PRR or Burl. ... 2.29
BOX CARS (Kits or Ready-To-Run)
Kits Undecorated, Red, Sil., Green .89
Kits Decorated ... 1.29 R-T-R ... 1.98
Choice: CN&W; UP; DL&W; CB&Q; PRR; B&M Blue; B&M Blk; WP; SP; NH.
CABOOSES (Kits or Ready-To-Run)
Kits Undecorated, Red or Silver ... 1.29
Kits Decorated ... 1.89 R-T-R ... 2.49
Choice: SF; SP; UP; PRR; CB&Q; B&O
FLAT CARS (Kits or Ready-To-Run)
Kits Undecorated, Red or Black ... 1.29
Kits Decorated ... 1.89 R-T-R ... 1.25
w/Load): Erie; Weath's C&NW; I RR
REEFERS (Kits or Ready-To-Run)
Kits Undecorated, Orange ... 1.29
Kits Decorated ... 1.69 R-T-R ... 2.49
Swift; Blatz; PFE; CN; Carntn; ...
TANK CARS (Kits or Ready-To-Run)
Kits Undecorated, Blk. or Silver ... 1.29
Kits Decorated ... 1.69 R-T-R ... 2.49
Texaco; Shell; Deep Rock, Mobilgas
AMBROID
"5000" Series: 1½ Door Box Car ... 5.00
" - Von Allmen Pickel Car ... 5.25
G.N. Caboose or wing snowplow 3.95
G.N. Express or Union Reefer 3.95
Stock Car or BM Snow Plow... 3.00
Watermelon Car ... 3.00
Open Platform Coach, Baggage or Combination Car ... ea. 3.95
BINKLEY - LACONIA
PASSENGER CARS ... ea. 4.95
1880, 1890 or CP Coach; 1890 Exp. Bag; U.S. Postal; 1864 Sleeper
1850 Pay ... 3.95 1870 Bag. Mail ... 4.50
1900 Chair ... 5.50 Busines ... 5.95
1890 "Shorty" Observation... 5.75
Col. Midland Wood Box ... 2.95
Overland Despatch Wood Box ... 2.95
Wood Sheath C Cars: D&RGW ... ATSF 3.25
Box Cars: NH, Rutland B&M, or M & St L ... ea. 3.35
Sierra Combine or Coach ... ea. 3.25
Reefers: Dry Ice, Cent. Yt. Milk, Rut. Milk, Chat. Mer. Wine ea. 1.75
Kalnai Pioneer ... 2.25
Penna. Hopper or Gondola - ea. 1.50
REEFERS ... ea. 2.50
Bears: Goetz, Tivoli, BullFrog, Peerless; Mx. Pot; Columbia Sours; Merchants Bisc; Kraft; Libby's; Page Milk
HERKIMER (OK)
80' STREAMLINERS ... ea. 4.95
Coach; Baggage; Baggage-Coach; Sleeper; Diner; Postal-Baggage.
80' Astradome or Observ. ea. 5.95
80' Dome Observation ... 6.45
60' STREAMLINERS ... ea. 4.45
Coach; Baggage; Baggage-Coach; Sleeper; Diner; Postal-Baggage.
60' Astradome or Observ. ea. 5.45
60' Dome Observation ... 5.95
HOBBYLINE (PLASTIC):
BOX CARS ... Ea. 1.29
B&M; WP; C of Ga; NH; RG; TP&W
TANK CARS (1-Dome) ... Ea. 1.29
Choice: Mobilgas; Shell; Dow Chem.; Union Starch; Monsanto; Baby Ruth
HOPPER CARS ... Ea. .98
Reading, Cotton Belt or Alcoa
GONDOLAS ... Ea. .98
Wabash; W. Md.; Lehigh; New England
FLAT CARS ... Ea. .98
Choice: T&P; Monon or PRR
CABOOSES ... Ea. 1.29
NYC, PRR; B&O; ATSF; UP; SP.
KURTZ KRAFT
40' Box (Red or Bl., unlettered) ... .79
SP; NH; C&EI; Cotton; PSI; Soo .89
Burl. C of Ga. ... .98 D&RGW ... 1.19
MAIN LINE
50' Exp. Reefers---less tks.---ea. 2.95
Renkens, Sheffield, PA, Milw. Basic (Rd. Roof Unpainted); GN, NP, MP, IC, Dairymens, Wis. Dairy, Railway Exp., Cent. Vt., Bordens, Basic (flat roof)
36' Reefers --- less tks. --- ea. 2.85
Decker, NRCC, Budweiser, Shlitz, Pabst, Can. Dry, Opnhmr, Wilson.
40' Reefers --- less tks. --- ea. 2.85
Crisco, A & P, Ralston, Roberts, Crazy Crystal, Coronation, Phoenix Cheese.
BOX CARS ---- less tks. ---- 2.95
Menasha, Cl & M, CB & Q.
Cattle Car (ATSF or MKT) ... 2.95
Palace Poultry Car --- less tks. --- 2.75
Pennsy N68 Caboose ... 2.95
MANTUA
REEFERS ... ea. 2.65
Borden's; Burl; Crazy Crystals; Pluto Water; Lend-O-Lakes; Baby Ruth.
GONDOLAS ... ea. 2.25
Penna.; T&P; B&O; R.I.
STOCK CARS ... ea. 2.45
A.C.L.; M.K.T.; M.P.
FLAT CARS ... ea. 1.95
PA; SF; U.S. Navy
TANK CARS ... ea. 2.75
Texaco, Shell, Republic, Mobilgas, Stale's or Hercules ... ea. 2.45
BOX CARS ... ea. 2.45
WM; GM&O; GA; MC; MKT; GN; B&M

MISC. CARS (Silver Streak)
Flat Cars: Gondola, Coal, Drop Hopper, Hopper Gond. ... ea. 2.50
"Cookie Box" D&R GW ... 3.25
M & St L "Billboard" Box ... 3.25
40' Auto Box (GN) ... 3.35
N & W Reefer ... 3.45
SP Piggy Back Caboose ... 3.75
Caboose Supply Car ... 3.50

THOMAS
Ambrose, Roma Wine; LP, Philgas 3.25
Tank Cars - 1 Dome... ea. 2.95
And-Prich; Maanolia; Sunrey

Buried in This Ad
are most of the new items. Sometimes there isn't time or space to list all of them. But, if available anywhere, we have it.

ULRICH
COMPOSITE GONDOLAS...ea. 2.50
Rit; LV; Pa; N&W; ATSF; NYC
GEN. SVC. GONDOLAS ...ea. 2.90
SP, UP, Utah, GN, M&St. L, Soo
OUTSIDE BRACED BOX ... ea. 2.90
SP, B&M, ATSF, D&RG, M&St.L
BRACED CATTLE CARS ... ea. 2.75
ACL; PA, C&NW
WOOD SIDE BOX CARS ...ea. 2.50
Texas & Pac; DL&W
FLAT CARS ... ea. 2.25
SP, CP, MC&St. L, T&P, SSW
HOPPERS - Offset Side ... ea. 2.90
ATSF, B&O, Erie, RI, Frisco, NYC, Milw.
HOPPERS - Standard ... ea. 2.90
RDG, LV, WM, PA
TRIPPLE HOPPERS ... ea. 3.50
SP; C&O; SF; B&O; Seabd; SAL; M&St.L
Dump Cars: Rig (for above) ... 1.50
FLAT CARS - Truss Rod ... ea. 2.35
SP, T&P, CP, NC, NC&St. L, Soo, SSW
PIGGY BACK CARS ... ea. 3.95
Assmbld.w/rigs: B&O; SP; SF; M&St.L
Flat Car Kit, Less Rig ... 2.25

Varney Dummy .10 w/draft ... .15
Mantua Freight .35 Passgr. ... .50
Mantua Freight [metal cars] pr. ... .25
Mantua Uncoupling Ramp ... .50
Varney Automatic .20 Brass ... .30
New Varney Ramp ... .15
Kadee ... .40 w/Draft Gear... .50
Kadee Uncoupling Ramp ... .25
Kadee Control Button ... 1.35
Tyco NMRA Couplers ... pr. .25
Mantua NMRA Conversion Couplers: Freight or Passenger ... pr. .50
Varney NMRA Coup .25 w/Gear .35
Model Die Cast ... .25 w/Gear ... .40
Athearn NMRA Conversion Couplers: Freight, F7 A or B ... pr. .25
Kadee Talgo Conversion Coup. ... .80
Kadee Closer Track 1.50 Aut 2.75
Mantua NMRA Ramp ... .75

HO TRACK PRODUCTS

ATLAS
#1 Pc. Pier Set ... 3.95
3" Pier or Girder Section ... ea. .20
Curvable Track. 3 Ft. Section ... .75
Switch Kits Y, 4, 6, 8-LH or RH ... 1.25
Assmbld. Switches 4, 6, 8, LHorRH 1.95
Custom-Line Switches Y, 4, 6 LorR 2.50
Crossings: 12½° RH or LH ... 2.95
19° or 25° ... 2.50; 30, 45 or 60° 2.25
Switch Mech. Manual .60; Remote 1.75
Rail Joiners, Brass ... .50

RED HOT BUYS

BRASS RAIL 99 Ft. $2.95
.495' for $12.50
NICKEL SILVER $4.79
99 Ft. Bundle of Rail

SOLDERING IRON
Ideal for all model work Reg. $2.25. A Real buy. at only ... **$1.29**

NICKEL SILVER TRACK
3 Ft. Sections Flexible "HO"
Looks & performs like the real thing. Made to NMRA rigid specifications.
89¢

0-20 D-C AMP METER
... panel mount, 2⅝" square with bracket. An AHC super special.
Reg. $3.00 ... **2.00**

save!
61-80 CARBON DRILL SET
IN CASE **2.95**
$6.50 VALUE

HO SWITCH MACHINES
Positive spring toggle action. A real "buy" at this low price!
98¢

4 for $1.00
10 for $2.00
SPECIAL BUY! Control panel and track-diagram INDICATOR LAMPS. A real bargain!

Nickel Silver "HO" Switches
Assmbld. No. 4 RH or LH. Ideal for yard, performs even better! AHC Guaranteed.
$2.79

TOGGLE SWITCHES
SPST ... 29c
DPDT ... center off ... 98c

ANC CORK SWITCH BLOCKS for No. 4 switches (LH or RH). Extra wide to fit switches with built-in switch machines.
Reg. 15c ... **30¢**
Crossover Blocks ... .55
Snap 'K'ing or Switch ... .30

PEA LAMPS ... 12 volt with leads. Choice of Red, Green, Amber or White ... **10 for $1.25**
3 for 49c

MISC. CARS (MANTUA)
1880 Coach or Combine ... ea. 2.95
4 Wl. Caboose ... 1.95 8 Wl. ... 3.25
Streamline Coach or Combine ea. 4.95
Baggage 4.95 Observation ... 5.95
Diner or Sleeping Car ... ea. 4.95

MODEL DIE CASTING
BOX CARS - Metal Sheath ... ea. 2.75
UP, NKP, SO, IC, PA, ACL, MKT, NYC, WM, C&O, ERIE, JC, MON, N&B, MC, CN, WM, B&M, NH
BOX CARS - Horiz. Rib ... ea. 2.75
'Olympian or 'Hiawatha' in choice of White or CM & St. Paul
BOX CARS - Rd. Roof ... ea. 2.75
PA, N&W, Seaboard, B&LE
BOX CARS - Truss Side ... ea. 2.75
SF, Seab'd, CB&O, NP, SP, L&N, MP, GM&N, RI, CP, MKT, Frisco
BOX - Wood Sheath ... ea. 2.75
UP, C&EI, FEC, DL&W
BOX - Plywood Panel ... ea. 2.75
GN; Yel, Orange, Tusc. or White
TRIPPLE HOPPERS ... ea. 2.75
D&RG, UP, C&EI, WM, C&O
200 TON FLAT CARS ... ea. 2.75
PA, C&N, D&H, NYC, West'hse.
GONDOLAS - Low Side ... ea. 2.25
SO, Erie, N&W, EJE
GONDOLAS - High Side ... ea. 2.25
C of G; N&W, MC, C&O
MINE ORE - Tapered ... ea. 1.95
GN, Soo, C&N, LS&I
ORE - Rectang'lr. Panel ... ea. 1.95
GN, DM&I, C&N, Milw.
REEFERS ... ea. 3.25
GN, PFE, UTLX, IC, FGE, NP
STOCK CARS ... ea. 2.95
SO, UP, PA, DRG, MKT, NYC, SF, CM & St. Paul, TP, NP, ACL
CABOOSES ... ea. 3.50
MKT, SF, PA, RI, C&O, MP, NH, C&EI, VA, FM, N&W, Read, LV, UP, SP
MISC. CARS
Wood Sheath Box (Santa Fe) ... 2.75
Wood Hopper Roundhouse, St. L and SW, or CP ... ea. 3.25

SILVER STREAK
BOX CARS ... ea. 2.95
M & St. S&A; Frisco; Minn. Mining; UP; D&R GW Auto; C&O; C of G; EJ & E; R.I.; South; N.P.
REEFERS ... ea. 2.95
ATASF; GB&W; Oscar Mayer; Swift; SP-UP; Web; Burl; GN; C&S
WORK CARS ... ea. 2.95
Bunk; Commissary; Boom; Engineering
CABOOSE CARS ... ea. 3.50
B&O; SP; UP; Frisco
Caboose Cupola ... ea. 3.75
Bay Window; MP Drovers; Comb; GN Caboose 4 Wind., unpainted ... 3.25

VARNEY
Aerotrain Coach .79 Observ. ... .99
Finished Coach 1.79 Observ. ... 1.99
40' FLAT CARS ... ea. 1.90
Pa., S.P., A.T.S.F., NYC, No. West.
TANK CARS ... ea. 2.25
Sinclair; Texaco; GATX, ATSF, Koppers; Carbide; Goodyear; Baysol
REFRIGERATOR CARS ... ea. 3.35
Beer: Blatz, Pabst, Schlitz, Can. Nat'l'; Me.Pot; Burl; MDT; Gerbers; NP; St. Louis; Wabash; ATSF; NP; PFE; Old Dutch; Fairmount; Carnation
COVERED HOPPERS ... ea. 2.35
Monon; NY; NH; Plate; Pa; Del & Hud.
HOPPER CARS ... ea. 2.35
Pa; Burl; SP; C of Ge.
GONDOLA CARS ... ea. 1.90
Pa; SP; D&RG; Mich; EJ&E
FLAT CARS ... ea. 2.45
U.P., Pa., B&O, S.F., No.Pac., EJ&E
BOX CARS ... ea. 3.50
B&O; NY & S.L.; SF; MC; NH; St. of Me.
CATTLE CARS ... ea. 2.25
Pa; NYC; Pa; UP; I.C.; ACL; T & NO
MISC. CARS (VARNEY)
Std. Caboose 3.25 Bay Window 3.50
3 Die Cast Train ... 5.95
Auxiliary Water Tank Car ... 2.25
MISCELLANEOUS
Stewart 25T. Dsl. Elect. Crane ... 11.95
W & T Track Clearing Car ... 10.25
Wrecking Crane (Athearn) ... 8.50
Powered Car (Athearn) ... 2.25
Track Cleaning Car (Ulrich) ... 1.75
ULRICH TRACTOR-TRAILERS ea. 2.50
Ind: Mid-States; Ass. Transp; Den. Chicago; Garr; P.I.E. — FLAT BED: Mack 2 or 3 Axle; KW - Cities Service
Tanker: KW or Mack ... 2.95
Dump Tractor-Trailer (Ulrich)... 2.75
Associated Transport ... 2.50
Shorty Caboose (M.E.W.) ... 2.95
Mew Log Buggy ... 2.95
Ribbon Rail Track Cleaning Car Choice of Abrasive or Liquid ... 4.85

HO CAR PARTS

COUPLERS & RAMPS
Rail Line NMRA std. couplers...pr. .35
Rail Line (above) w/dr. gear...pr. .50
Rail Line Uncoupling Ramp ... .35

Plastic Insul. Rail Joiners 12 ... .15
Metal Insulated or Switch Blocks ea. .35
Tie Strip ... 25 Ft. ... 1.50
Switch Tie Strip —10 Ft. ... 2.00
Double Tie Strip —10 Ft. ... 2.50
HO Brass Rail ... 99 Ft. ... 3.75
Nickel Silver Track - 3 ft. ... 1.10
Switches, RH and LH ... 1.95
Bundle of Rail - 99 ft. ... 5.95
ATLAS "SNAP-TRACK"
Snap-Track...Straight "9" Sections, or Curved 15°, 18° or 22° Rad. ea. .25
Auto. Snap Switch R.H. or L.H. ... 4.50
Manual Snap Switch RH or LH 2.95
Remote ... .49; Control Box ... 1.00
Girder Bridge ... 1.75
90° Snap-Crossing ... 2.25
Terminal Sect. Str.'t or 18" Curvd. .75
Re-Railer Snap-Track ... .60
TRU-SCALE READY-TRACK
Straight 2' lengths $1.00; Curved 16", 18" & 20" radius ea. .75; Full circle $6.00
Full Circles 22" ... 6.60 ... 24" 7.30
26" - 7.95; 28" ... 8.60
Show-Off Track: 15" - 6.95 30" 8.95
MOUNTED TURNOUTS TIED ea. 2.35
Hi-Speed 4, 6, 8 or Wye RH or LH
MOUNTED X-OVERS TIED ea. 5.95
Hi-Speed 4, 6 Inch RH or LH
Scissor Crossover 4&6, RH or LH 17.95
Hi Sp. Dbl. T'nout #4, RH or LH 10.95
MOUNTED CROSSINGS
14° 28' 45°, 60°, 90° ... ea. 3.95
T/S WOOD ROADBED - TIES - PLAIN
Straight ... 3 Ft. ... .45 ... .33
Superflex ... 3 Ft. ... .72

TOOLS
Ayres Mitre Box ... .75
Vacuum Spray Gun (410M) ... 3.75
Coupler Ht. Gauge .35; Kadee 1.00
Track Gauges: Proxel Brass ... .85
Mantua ... 40; MEW .35; Varney ... .25
M. E. W. Track Layer ... 1.25
Gaunt Spiker ... .75
Ideal Screwdriver Test Lite ... .25
Mantua Re-Railer ... .35
Varney Re-Railer .25 Permanent ... .25
Clock Oil ... .25 Spindle Oil ... .25
Valvespout No. 3 Precision Oiler ... 1.00
Scale Ruler (HO) Steel ... .45 and .65
12" HO Scale Ruler ... 1.00
Double Pin Vise 1.00 4-Way ... 1.50
Jeweler's Saw 1.39 Zona ... 1.00
Glue Gun Plastic .50; Metal ... .75

PAINTS, CEMENTS, LIQUIDS AHC HAS EVERYTHING ... ALL MFGRS ... DOM. FLOQUIL, ETC.

MISCELLANEOUS
Liting Kit for Pass. Cars ... 1.75
Lighting Kit (Herkimer) ... .95
Terminal Connector (Mantua) ... .50
M. H. P. Diaphragms ... pr. .65
HO Ballast, Gravel, Grass, Earth, Coal, Scenic Sand ... ea. .35
Mantua ... 40; MEW .35; Varney ... .25
Tracklayer Spikes ... .60
Spikes (Offset Hd.—Steel) pkg. .50
Slide Switch ... .25
Kurtz Kraft Semaphore ... 2.75
Kurtz Kraft Crossing Gate ... 1.95

BLDGS. & STRUCTURES

ALEXANDER
Country School or Fr. Stn. ea. 3.50
Tunnel Portals (PRR, B&O, N&W) 1.15
Dbl. Tunnel Portals ... 1.50
Water Tank - 3.50; Coaling Stn. 6.95
Piller Crane & Dock ... 2.95
Oil Tank and Rack ... 2.25
Flag Stop Station ... 3.50
AYERS — TRU SCALE
Rail Truck Terminal ... 2.25
Mission Style (PRR) Watchman's Hse. 1.90
1887 Passenger Depot ... 4.25
Fr. House: 1886 2.95 Box Car 1.95
Cattle Pen ... 1.35 Water Tank ... 2.25
Mission Cafe- 2.75 Lumber Yard ... 4.25
Union Ice Co. 4.25 Old Town ... 4.95
Icing Platform Extension ... 2.10
New Diesel House ... 4.95
Modern Station 1.45 Factory ... 2.25
Deck or Thru Timber Bridge ea. 3.30
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Permascene ... Pkg. 1.00
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Kit B ... 3.95 Kit C ... 5.95
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THE CONDUCTOR. F7 Streamline Pasqr. Set. #401 Burl; #402 S.F. Includes: F7 Diesel Locomotive, Pasqr. & Observ. Cars, Circle of Snap-Track, Rerailer & Terminal Track. ORDER FROM AHC!... $14.95

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THE ENGINEER. F7 Dsl. Freight Set. #405 S.F.; #406 Burl. Includes: F7 Diesel Locomotive, 4 asstd. Freight Cars & Caboose, Circle of Snap-Track,Rerailer & Terminal Track. A real bargain!... 14.95

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Gilbert Set 320 Shown ... $42.50

GILBERT "HO" TRAIN SETS — ORDER FROM AHC

B&O DIESEL FREIGHT (315) Includes: Brand new heavyweight B&O Diesel Loco, Reefer, Gondola and Caboose, 11 Curved Sna-Track Curved Terminal Track, Rerailer & Uncoupler. Order from AHC!... $24.95

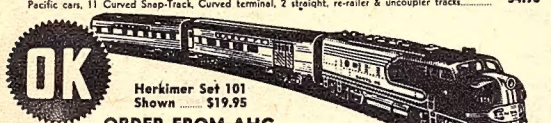
PRR SWITCHER FREIGHT (320) Includes: 0-6-0 "Yard Goat" loco with puffing smoke & choo-choo sounds, Hopper, Tank Car & Caboose. Snap-Track, Rerailer & Uncoupler as above. We have 'em! 42.50

ALCO DIESEL FREIGHT (325) Includes: Husky Alco Diesel loco (all 12 wheels pull) with lighted no. boards & headlamp, 3 Freight cars & lighted Caboose, Snap-Track, Rerailer & Uncoupler... 44.50

HUDSON STEAM FREIGHT (330) Includes: 4-6-4 N.Y.C. loco that puffs smoke, choo-choo sounds too. 4 cars (reefer, cattle transformer, lighted caboose). Snap-Track sections as above... 55.00

HUDSON STEAM WHISTLE FREIGHT (332) Puffs real smoke, has choo-choo sounds & blows a built-in steam whistle. NYC Hudson loco, 3 Freight cars & lighted Caboose, Track, etc. as above... 65.00

NO. PAC. PASSENGER (335) Includes: 2 big GM "A" units & 4 illuminated streamlined Northern Pacific cars, 11 Curved Snap-Track, Curved terminal, 2 straight, re-railer & uncoupler tracks... 54.95



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HERKIMER "OK" HO TRAIN SETS

COMMUTER TRAIN SET (101). Includes: F7 Diesel "A" Unit Hi-F Powered, 2 Streamline Passenger Cars (coach & baggage-coach), Circle of Snap-Track Terminal, Rerailer & Uncoupler Tracks... $19.95

ROAD SWITCHER FREIGHT SET (302). Has GP9 Diesel Loco Hi-F Powered, 3 Asstd. Freight Cars & Caboose, Circle of Snap-Track, Terminal, Rerailer & Uncoupler Tracks. Order yours from AHC!... 22.95

DELUXE FREIGHT TRAIN SET (303). Includes: GP9 Deluxe Loco Gear Powered w/real headlight, 4 Asstd. Freight Cars & Caboose, and All Snap-Track as above. Order This Excellent Value Set!... 29.95

DELUXE PASSENGER TRAIN (103). Has F7 Deluxe Diesel Loco Gear Powered, "B" Unit Dummy, 3 Streamline Pasqr. (Baggage-Coach, Astradome & Dome Observation). All Snap-Track as above sets 42.95

"Rocky Mt." Set Shown ... $24.95

HObbyline

HOBBYLINE "HO" TRAIN SETS

"ROCKY MOUNTAIN" FREIGHT SET (2500). Includes: UP Switcher Loco, Box & Tank Cars, Caboose & Free Gondola Kit, Circle of Snap-Track, Rerailer & Terminal Tracks, Automatic Uncoupler... $24.95

"ALLEGHENY SPECIAL" FREIGHT SET (3500). Has PRR Steam Loco, 5 Asstd. Freight Cars and Caboose, plus Free Bonus Flat Car Kit. Track same as set above. Order your set from AHC! 34.95

SET 5701

LIONEL "HO" TRAIN SETS — ORDER FROM AHC

3 CAR STEAM WORK TRAIN (#5700). Includes 2 Axle Shunting Loco, Gondola, Crane Car and Caboose. Has Circle of Snap-Track, Terminal, Rerailer & Uncoupler Tracks. We ship Spd. Delivery! $25.00

5 CAR "ILLINOIS CENTRAL" DIESEL TRAIN (5701). Has 2 IC Powered "A" Unit w/Headlight, Hopper, Gondola, Flat & Cattle Cars and Caboose. Circle of Track & Terminal, Rerailer and Uncoupler... 29.95

5 CAR AB WABASH WORK TRAIN (5702). Includes: Wabash Powered "A" Unit w/Headlight, "B" Unit Dummy, 4 Asstd. Freight Cars & Work Caboose. Track same as sets above. Order from AHC! 39.95

5 CAR ABA "WESTERN PACIFIC" FREIGHT TRAIN (5703). Has WP Powered "A" w/Headlight, WP Dummy B & A Units, 4 Asstd. Freight Cars & Caboose. Snap-Track Included same as above sets... 45.00

6 CAR STEAM WORK TRAIN (5704). Includes: Consolidation Steam Loco w/Headlight & Tender, 5 Asstd. Freight Cars & Caboose. Circle & Straight Snap-Track, Terminal, Rerailer & Uncoupler... 49.95

Athearn "Engineer" Set Shown ... $14.95

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HERE'S OUR ANNUAL Christmas GIFT and BARGAIN

Each year we say "Season's Greetings" and a great big "thanks" to our many thousands of customer-friends with a BARGAIN AND GIFT OFFER! Look what AHC has for you this Year!

Penn Line "Piggyback" Set Shown ... $29.95

PENN LINE "HO" TRAIN SETS — ORDER FROM AHC

PIGGYBACK FREIGHT SET (#5701). Includes: Midget Diesel Switcher Loco, Box Car, Piggyback Flat Car w/2 Trailers, Caboose, Ford Tractor & Trailer-Unloading Ramp, All Track, Terminal, etc. $29.95

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Revell Diesel Freight Set T7000 Shown

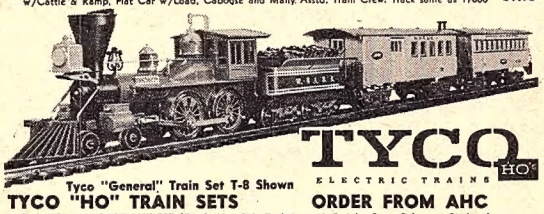
REVELL "HO" TRAIN SETS — ORDER FROM AHC

UP DSL. FREIGHT SET (T7000). Has Union Pac. Dsl. Switcher, Reefer w/Hobo, Gondola w/Gravel, Caboose w/brakeman. Circle of Track, Terminal & Rerailer, Uncoupler Track w/Switchman... $27.95

ACL FREIGHT SET (T7001). Deluxe Dsl. Switcher w/crew, Box Car w/Hobo, Stock Car, Gondola & Hopper Cars w/lift-up loads, Reefer & Caboose w/Brakeman. Track same as Revell set above... 34.95

F7 DIESEL FREIGHT SET (T7050). Santa Fe Loco w/crew, Reefer, Gondola & Hopper Cars w/lift-up loads, Box Car w/Hobo, Stock Car w/Cattle & Ramp, Flat Car w/Load, Caboose & All Snap-Track 39.95

0-6-0 STEAM SWITCHER FREIGHT SET (T7100). Union Pacific Steam Loco w/real smoke, Stock Car w/Cattle & Ramp, Flat Car w/Load, Cabogse and Many Asstd. Train Crew. Track same as T7000 39.95



Tyco "General" Train Set T-8 Shown

TYCO "HO" TRAIN SETS — ORDER FROM AHC

3 CAR SIDE TANK FREIGHT SET (T1-2). Has Side Tank Loco, 2 Freight Cars, Caboose, Circle of Snap-Track, Terminal & Rerailer, Uncoupling Ramp. Same Set with Power Pack @ $35.50... $24.95

3 CAR DSL. FREIGHT SET (T2-2). Includes: Shark Nose Dsl. "A" Loco w/Headlight, 2 Freight Cars & Caboose. All Snap-Track as Set T1-2 above. Set Available w/Power Pack @ $39.50... 28.95

4 CAR SWITCHER FREIGHT SET (T3-2). Has Switcher Loco w/Slope-Back Tender, 3 Freight Cars & Caboose. All Snap-Track as Set T1-2 above. Same Set With Power Pack @ $47.50... 36.95

3 CAR "TALGO" PASGR. TRAIN (T-9). Includes: Diesel Loco w/Operating Headlight, 3 Illuminated Coaches, 12" Curved Circle of Snap-Track, Terminal Track and Straight Snap-Track... 29.95

2 CAR "GENERAL" PASGR. TRAIN (T-8). Has "General" Loco w/Tender, 1860 Coach & Combine Cars, Complete with All Snap-Track. Loco Finished in Bright Red & Green w/Polished Brass Trim 34.95

3 CAR DSL. STREAMLINE PASGR. SET (T5-2). Includes: Shark Nose Diesel "A" Unit Loco with Headlight, 3 Illuminated Passenger Cars and All Snap-Track as Set T1-2 above... 46.95

6 CAR "MIKADO" FREIGHT SET (T7-2). Includes "Mikado" Loco w/Tender, 5 Asstd. Freight Cars & 8 Wheel Illuminated Caboose. All Snap-Track as Set T1-2 above. ORDER YOURS FROM AHC! 62.50

3 CAR "PACIFIC" PASGR. SET (T6-2). Has Pacific Loco w/Tender and 3 Illuminated Streamline Passenger Cars (Coach, Combine & Observation). Includes all Snap-Track as Set T1-2 above... 64.50

2 LOCO - 8 FREIGHT - 2 COMPLETE SETS (T-10). Has 2 Locos (Mikado w/Tender & Side Tank), 7 Freight Cars, Lighted Caboose plus All Track, Switches, Controls for complete 2-train system... 99.50

Varney GM "Aerotrain" Set #20 Shown...$19.95

VARNEY "HO" TRAIN SETS — ORDER FROM AHC

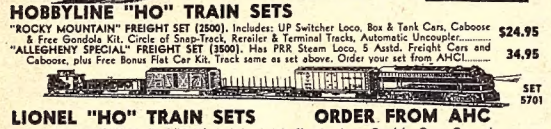
GM "AEROTRAIN" SET (20). Gleaming Silver w/Orange Flame Stripes. Includes: GM Aerotrain Powerful Loco, 2 Coaches & Observ. Car. Extra Coaches Only $1.79; Observation - $1.99... $19.95

MIGHTY MIDGET FREIGHT SET (25). Includes: Dockside B&O Loco, Gondola, Flat Cars complete with 2 autos, Caboose and 14 Sections of Snap-Track. Rerailer, too! ORDER YOURS FROM AHC! 25.00

THE RANCHER (30). Includes: Missouri Pacific Diesel "A" Loco, Stock Car w/Operating Doors, Hopper, Gondola, Caboose, Cattle Pen w/7 Animals, 14 Snap-Track and Rerailer. A Real Buy!... 30.00

ACL DIESEL FREIGHT SET (33). Includes: Diesel "A" Unit Powered, "B" Unit Dummy, Reefer, Hopper, Tank Car, Gondola and Caboose. All Snap-Track as set above. ORDER YOURS FROM AHC! 33.00

CASEY JONES TRAIN SET (53). Has "Casey Jones" Steam Loco w/Tender, Dbl. Door Auto Car w/4 Autos & Loading Platform, 4 Asstd. Freight Cars & Caboose. Has 16 Snap-Track & Rerailer... 53.00



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TO ANYONE REQUESTING IT . . .

WE'LL SHIP ANY READY-TO-RUN EQUIPMENT BY SPECIAL DELIVERY

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Preformed & Shaped Mountains, Lake, Hills, Embankments For Your Rr. Layout

This set is a real beauty! Just what you need to build a real-as-life operating railroad layout! Mountains, hills, etc., adapt to any layout size you want. [Of course, no buildings or accessories included.] You get, however, all the basic terrain elements for your railroad. Your layout sets up in a jiffy when you follow the few simple instructions. Your cost — a mere penny, with any HO Set ordered!

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Porter Yd. Switcher, Hi-F Pwr. ... 4.95
F7 Diesel Loco: SF, PRR, SP, Burl. A or B Unit Hi-F Powered ... 6.95
F7 Dsl. Single Gear Dr., A or B ... 14.95
Dual Gear Drive, A or B ... 17.95
GP9 Diesel Loco w/Hi-F Power: B&O, SP, UP, Burl., or SF ... 9.95

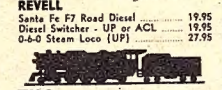
FLEISHMANN
0-6-0 Tank Switcher ... 14.95
Old Time Prussian Loco ... 17.95
Alco Diesel ... 14.95 Mikado ... 29.95
Baldwin Diesel - 17.95 Moqul... 19.95
Pacific with Tender ... 24.95

GILBERT "HO"
Alco Diesel DL-600, 12 Wl. Dr. 25.00
GM Diesel A Unit, 8 Wl. Drive ... 16.50
GM Diesel A or B Dummy ... 4.95
Penn Switcher w/smoke & sounds 27.50
Hudson Loco w/ smoke & sounds 39.95
Hudson as above, but w/whistle ... 47.50

WE HAVE 'EM ALL! ORDER FROM AHC

HERKIMER "OK"
F7 Diesel A Wl. Dr. A Unit ... 15.95
F7 Diesel B Wl. Dr. A Unit ... 17.95
Same as above, w/head light ... 19.95
GP9 Diesel B Wl. Dr. A Unit ... 19.95

LIONEL "HO"
2 Axle Shunting Diesel Loco ... 12.95
Gondola's, Steam Loco w/tend... 13.50
FM Dsl: WP, TP, IC, C&NW, Wab. 16.95



PENN LINE
Diesel Switcher NMRA Couplers... 16.50
Pennsy GG-1 Electric ... 49.50
REVELL
Santa Fe F7 Road Diesel ... 19.95
Diesel Switcher - UP or ACL ... 19.95
0-6-0 Steam Loco (UP) ... 27.95

TYCO
Mikado - 39.95; Switcher... 23.95
General - 27.95; Pacific... 36.95
Streatcar - 10.95; Side Tank... 18.95
Diesel A or B Unit Powered - ea. 18.95
Talgo Diesel Loco ... 16.95

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VARNEY
Switchers: Dockside - 15.00; Dsl 32.50
Dsl. A or B: GN,FEC,Burl,ACL,MP 15.00
Dummy A or B for above - ea. 3.25
Casey Jones Loco ... 32.50

READY-TO-RUN ROLLING STOCK

ATHEARN
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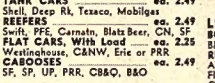
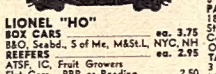
C&NW, UP, DL&W, CB&Q, B&M Blue, WP, SP, B&M Black, PRR, NH
TANK CARS ... ea. 2.49
Shell, Deep Rk, Texaco, Mobilgas
REEFERS ... ea. 2.49
Swift, PFE, Carnatn, Blats Beer, GN, SF
FLAT CARS, With Load ... ea. 2.25
Westinghouse, C&NW, Erie or PRR
CABOOSES ... ea. 2.49
SP, SP, UP, PRR, CB&Q, B&O



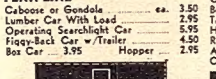
WE HAVE 'EM ALL! ORDER FROM AHC

GILBERT "HO"
TANK CARS ... ea. 3.50
Koppers, Mobilgas, Gulf
BOX CARS ... ea. 3.75
DERRICK, B&M, NH, B&O, Seaboard
REEFERS ... ea. 3.25
Morrell, GB&W, NW, NP, PFE
MISC. CARS GILBERT:
Hoppers - B&O or CB&Q ... 2.95
3 Dome Gulf Tank Car ... 3.75
Cattle Car ... 3.75 Gondola ... 2.25
Depressed Cntr. ... 3.95 Cement 2.95
Illuminated Caboose ... 4.95
Passenger Cars: Baggage; Coach ... 6.95
Vista Dome or Observation ... 7.95

HERKIMER "OK"
60' STREAMLINE CARS ... ea. 6.95
Coach, Baggage, Baggage-Coach, Diner, Sleeper or Postal-Baggage
60' Astradome or Observation ... 7.95
60' Combo - Dome-Observation ... 8.95



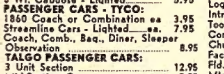
LIONEL "HO"
BOX CARS ... ea. 3.75
B&O, Seabd., S of Me, M&St.L, NYC, NH
REEFERS ... ea. 2.95
ATSF, IC, Fruit Growers
Flat Cars - PRR or Reading ... 2.50
Gondolas - Red or Black ... 2.25
Work Caboose or Crane Car ... 4.25
Caboose ... 2.50 Cattle Car ... 3.25



PENN LINE
Caboose or Gondola ... ea. 3.50
Lumber Car With Load ... 2.95
Operating Searchlight Car ... 5.95
Figgy-Back Car w/Trailer ... 4.50
Box Car ... 3.95 Hopper ... 2.95

REVELL
Reefers - PFE or NYC ... 2.98
Cabooses w/man: SF, ACL or UP ... 3.49
Gondolas - NYC, C&NW or PRR... 2.49
Box Cars - GN or NH ... 2.98
Hoppers - C&O or N&W ... 2.49
Stock Car ... 2.98 With Cattle ... 3.98
Flat Cars - Erie or Soo ... 1.98
With Logs, Chains & Stakes ... 2.98

TYCO
Flat Cars: PRR, USN, SF... ea. 3.25
FREIGHT CARS ... ea. 3.50
Caboose,Gondola:B&O,PRR,T&P,RI,C&O
FREIGHT CARS ... ea. 3.95
BoxCars: WM,GM&O,GA,B&M,GN,MKT.
Stock Cars: MKT, MP, ACL. Reefers; Burlington, Crazy Crystals, Bordens, Pluto Water, Land O'Lakes, Baby Ruth. Tank Cars: Texaco, Republic, Shell, Hercules or Mobilgas.
8 Wl. Caboose - Lighted ... 5.95
PASSENGER CARS - TYCO:
1860 Coach or Combination ea 3.95
Streamline Cars - Lighted... ea. 7.95
Coach, Comb., Baq., Diner, Sleeper Observation ... 8.95
TALGO PASSENGER CARS:
3 Unit Section ... 12.95
Mid-Section Car ... 3.95



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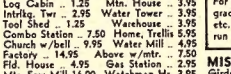

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Control is by NMRA push buttons. Most of my stuff is American prototype, although I have freelanced with the Marklin equipment. I converted them myself to permanent magnet 2-rail and they are marvelous performers.

I look forward to receiving your magazine month by month as it generally arrives in the month intended.

Do you know of any penfriends over your way willing to correspond either by letter or by tape recording? I would be most grateful if you could help.

T. B. Pierce
20 Weld St.
Kawerau
New Zealand

Model railroading is as popular down under as it is in the U.S.A. and Canada. Readers desiring to write Mr. Pierce should use airmail. Ed.

Pennsy Pacifics

In the December RMC, there was an article on the Pennsy K-4, yet in the 1957 American Flyer catalog it mentions the Pennsy K-5. Is the Pennsy K-5a a modified version of the K-4 or is it just a train dreamed up in the minds of the men at American Flyer?

Alfred Ludwig
1246 Brighton Rd.
Pittsburgh 33, Pa.

The Pennsylvania Railroad classed all of their Pacific type locomotives in road class K. Despite the Pennsy's standardization, there were a number of different K class engines developed through the years, of which the most famous was undoubtedly road class K-4 (or K-4s). A photo and data on the K-4s appears in the Pacific Portfolio elsewhere in this issue. The first K-4s locomotives appeared on the Pennsy in 1914. The K-5 was a later development of the K-4s and only a few were built in 1929. Appearance-wise, they were very similar and only a student of steam locomotives could differentiate between the two types. The American Flyer S gauge model is an accurate scale replica of the K-5, even though designed for use on toy type track. Ed.

We Pass

In your Feb. issue, C. E. Homuth comments on pass exchanges and I agree with him. I find that many pass swappers send not one, but two or three passes. I have a file card I make out for each person I swap passes with, filed according to states. This makes it easy to keep track of and I don't have to worry about issuing them two passes.

Here's my system: If I send you a pass, I make out a card with your name, address, railroad name, date, and the number of my pass. Then when I receive your pass I make out a regular file card with name, address, etc.

L. D. Cory
1087 Wakefield
St. Paul 6, Minn.

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That little Six Wheeler going down the track
In just a minute it will be right back.
She's pulling ten cars and a crummy, too
Just hauling her freight like the big ones do.
Slipping her drivers on tracks of brass
Up on the mountain down through the pass.
Hear the cry of her whistle as she races along
Pretty as a picture and sweet as a song.
Down into the valley she's running on time
Chugging and puffing and doing real fine.
The road is open and the signal is green
The line is open and the boiler's full of steam.
It's a real fast trip around the country side
And it doesn't take long to complete the ride.
She pulls into the station where the passengers wait
With their baggage in hand by the depot gate.
There's clanking of the couplers as she grinds to a stop
And hissing as the steam blows out through the pop.
The ride's all over though she just left town
On a one way track that just goes around.
Water up at the tower and take on coal
Everybody is on board and she is ready to roll.
Now watch the spinning drivers as she thunders round the track
And if you'll wait just a minute it will be right back.

Roy R. Dunten
P. O. Box 134
No. Kingston, R. I.

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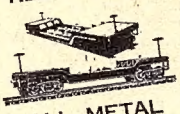

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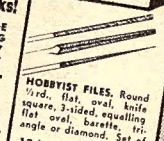

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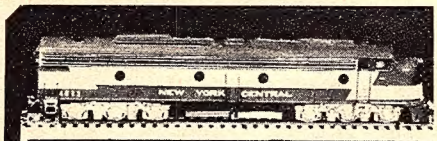

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DISPATCHER'S REPORT

These Are New

SCHEDULED for release this year are the following items, as exhibited and announced recently in Chicago. Most of these items are NOT yet in production so please do not write the manufacturer for them but keep in touch with your hobby dealer. He'll have them as soon as they are released:

Kurtz-Kraft soon will be shipping complete car kits with trucks and NMRA couplers, packaged in clear plastic boxes suitable for parts bins. Lettering on these K-K kits is excellent . . . **Gilbert HO** has an industrial 4-wheeled switcher for 1958 (late fall release) in cast metal, plus new sides and accessories . . . from **Varney,** return of his very early (1930 period) Reading 2-8-0 in an all metal kit plus a new economy freight car kit with new trucks . . . **Ambroid's** new Kit No. 3 of the 1-In-5000 series is a wood sheathed NC&StL caboose.

Central Locomotive about ready with their revamped Saginaw H-10 Pennsy 2-8-0 and it's a beauty with lost wax castings . . . **All-Nation** shipping the first of ten new freight car kits: a single sheathed GN caboose red boxcar with steel ends and roof. (Another of the ten is an Old Heidelberg 36′ beer reefer) . . . **Lobaugh's** new Mikado kit expected before long. A Chicago hobby shop received the section 1 kit through error and the castings are honeys . . . At least two new or redesigned O gauge hogs (big ones) from domestic manufacturers known to be in designing stages.

From **Ulrich,** a number of new car sides for existing kits. One even has an authentic Bozo Texino chalk mark. More Erie cars from Ulrich, among other road names . . .

Club Car

GATSME (Greater Abington Twp. Society of Model Engineers) had 5000 visitors to its 2nd annual open house. Club is located at Wiley's Tool & Rental Shop, Pennsylvania & Weldy Aves., in Oreland, Pa. It "gatsme" where they thought up their name . . . Air Force 1/Lt. Bruce C. Bowden reports being a former member of the Mystic Knights of the Shiny Rail. But MKOTSR came somewhat after the original Mystic Knights of the Rusty Rail . . . Articulateds won't run on 12 inch curves? Join a railroad club . . .

S gaugers in Seattle contact Evert Hoffman at Otterson's Jewelers in the Pike Place Market, and find out more about the new Seattle Assoc. of S Gaugers. They meet last Friday of each month . . . TTers see that B&O layout now on exhibition in Baltimore at the B&O Museum. Terrific job . . .

In TT, a new ten-wheeler nearing completion at the **HP Products** plant. This is first new TT engine since Gandy Dancer 4-4-0 . . . **Hirth Hobbies** may release an S gauge tunnel portal in foam plastic, and in other gauges as well. Lightweight and sturdy and easily painted . . . **Life Like** has new plastic tunnels for several gauges for the tinplaters . . . **Zeenery** a new scenic mix now available in hobby shops.

Lounge Car

The contemplated sale of Varney Scale Models to the Linen Thread Company is definitely off, according to word from Gordon Varney . . . John English & Company, manufacturers of Hobbyline HO trains, has reportedly discontinued production of trains and has already sold certain dies to other manufacturers. The company is still shipping from existing stocks and continues in business in other non-model railroad lines. Collectors will no doubt

IMPORTANT

ALTHOUGH more copies of RAILROAD MODEL CRAFTSMAN are now being sent magazine wholesalers throughout the United States and Canada than ever before, unsettled conditions in the magazine distribution field may make it hard at times to obtain RMC at the stand where you customarily purchase it.

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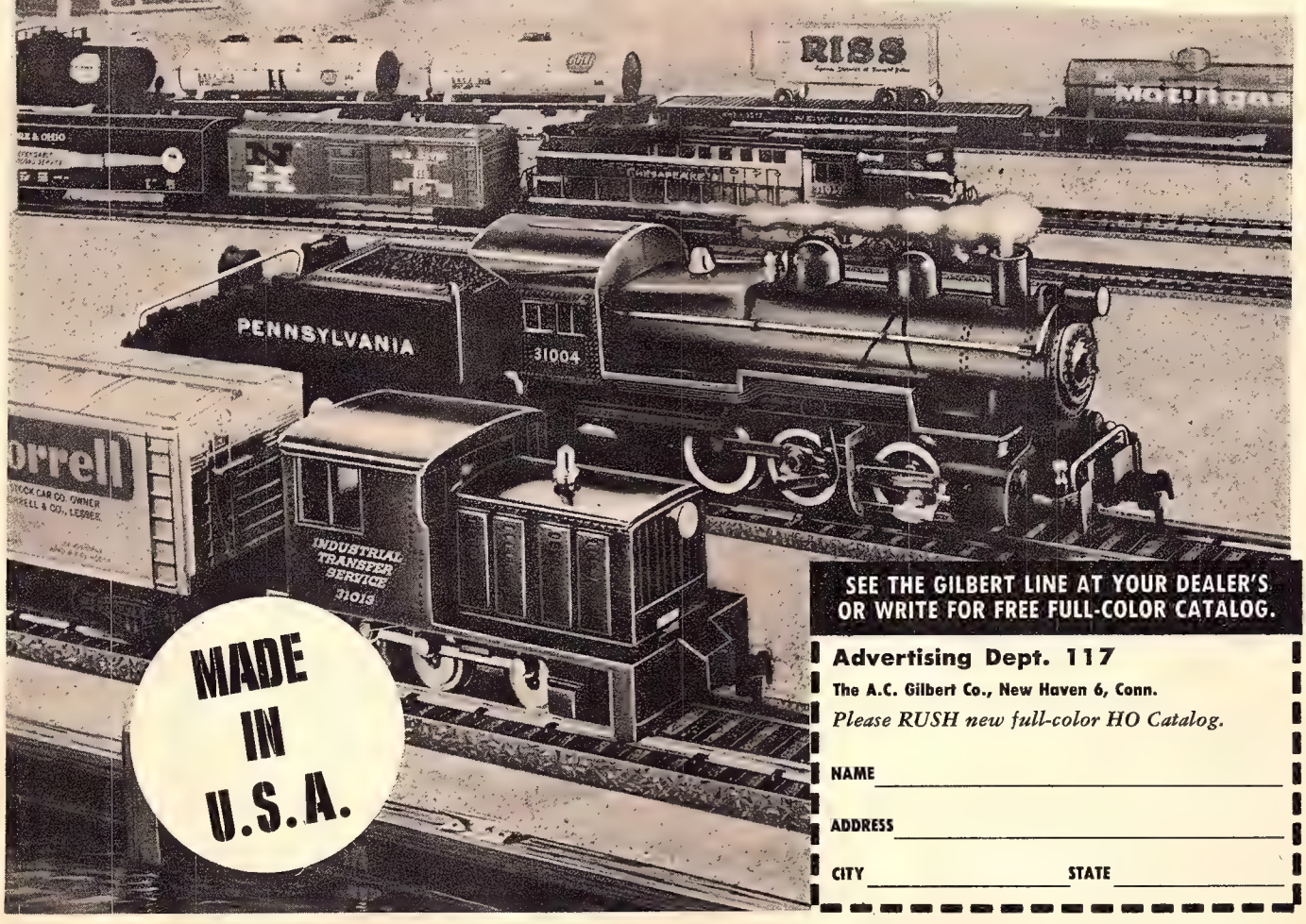

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7½" gauge of Nixon outdoor line is large enough to carry passengers. Engineer rides the engine. Kits, parts, and even completed items are available in several outdoor gauge sizes from Little Engines and from Robert Miller. The diesel is powered with a small gasoline motor.

wonder if Hobbyline items will become collector items. Only time will tell . . .

If you know of the existence and location of O gauge locomotive patterns or dies not now in production, please drop a line to this department. It may possibly result in that item being brought back . . . Walthers has brought out a new line of passenger car kits: standard types with roofs which match the J-C line. Previously Walthers cars have always had a lower contour to their monitor roof section than did other manufacturers. Nevertheless, the Walthers cars do scale out correctly. Car roofs do vary considerably in height . . . Modelers in TT, OO, and S gauge hungry for more kits.

New modelers who perhaps have just started the hobby with a new HO train set and who may require servicing are reporting occasional difficulty in getting repairs. If your place of purchase won't repair your set, try the dealers listed in the RMC Dealer Directory on page 64 of this issue. Most of them offer expert, reasonable repair service the year around . . .

Ambroid using the new six-way Pacific Fast Mail coupler pocket on their new NC&StL caboose kit . . . Rotating radar towers in '58 from both Lionel and Ideal Models . . . Bowser is back: Pacific and Articulated only, no Mountain . . .

Help!

Response to the RMC Merchandising Survey in our February issue was unbelievable. Returns were so heavy (they are still pouring in) that we had to call in outside assistance, rather than assign our own girls to the job. To all those who wrote in, our thanks. There will be a delay in sending out some of the free scale rulers because we just plumb ran out. More will be printed and the second batch will be out just as soon as is possible.

We hope to have the final results in time for our June issue and if so, we'll have some tabulations at that time.

The Publisher

Dining Car

Our collection of railroad swizzle sticks is expanding. Recently added a blue Erie Dining Car Service, and a red Fred Harvey. Who has the biggest collection of railroad pieces only? . . . Nothing more pleasant than watching the miles melt away from a railroad dining car, although an observation lounge such as the Budd built car on the Poebe Snow can run a close second . . .

Diligent searching often turns up real railroad chinaware, silverware, and other gems . . .

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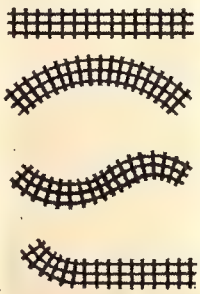

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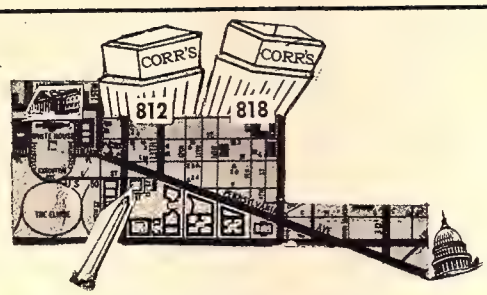

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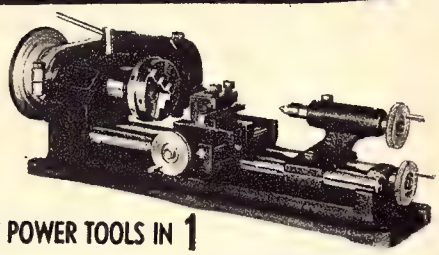

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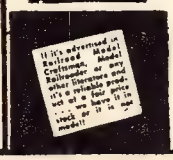
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SCALE MODELS
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Ben Nixon, of Delaware Valley Hobby Shop, sends in some photos of his new 1½" scale outdoor railroad naturally named the Delaware Valley. It can be seen in front of his Southampton, Pa., hobby shop. The 7½" gauge trains are amply large enough to ride on; are gasoline powered. Real live steamers to the same and other gauges are also available from Little Engines

Observation Car

That was Louis Oddo and son peering so intently on Feb. 4th at the HO train set on the first page of the Chicago Daily News . . . Voice of America will soon broadcast two one-hour long hobby shows to overseas points. The Voice radio shows cannot (by law) be broadcast in the U. S. Model railroading takes up a good portion of the show . . .

Watch for a slight swinging of the pendulum away from the big push given ready to run the past few years and a slight return to normalcy in this hobby. Several RTR manufacturers bringing back quality metal kits that take hours, days, and even weeks to assemble. Which reminds us that years ago we figured the fun value in a kit by the time it took to build. There is good news in scale O gauge, too, with new items coming almost every month this year.

Hobby Industry Association voted Ulrich Scale Models operating hopper car and ramp as the most unusual item of the year. RMC saw this coming months ago when we asked readers what they wanted in the way of **more** action accessories. And you can bet more are coming that'll make your HO layout more realistic than ever . . . and more fun to operate.

Seems little reason to wonder why the Pacific Coast Region picked the Westward HO Hotel in Phoenix for their Spring Regional Meet.

About Page 61—3rd Cover

Reading Company Engine No. 2118 blasts her way up a gentle grade, trailing a long string of Pennsylvania anthracite. Snapped in 1952 at New Ringgold, Pa., on the line up to Tamaqua out of Port Clinton.

The engine is the beautiful Reading Class T-1 Northern, now completely out of service although some may still be in storage, held for possible upsurges in business.

I shot this with a 4x5 Speed Graphic using Super Panchro Press Type B film. The salon print was made on Opal G paper and has been successful in camera club competition. It's the type of shot that could only be taken with a steamer on the head end, to retain the mood of power and action.

Hal Carstens

MODEL RAILROAD TIMETABLE

MODEL RAILROAD TIMETABLE is a special section wherein are listed coming events of interest to model railroad hobbyists. . . There is no charge for these listings and we invite all clubs to send in news of coming shows, etc. Items for June issue must be received by March 28th. July issue by April 28th. Please type and give name of submitting secretary. Send to: RAILROAD MODEL CRAFTSMAN, Attention: Model Railroad Timetable, 31 Arch Street, Ramsey, N. J.

Club Shows

SCRANTON, PA.: April 26-27, May 3-4. 2-5 PM. Lackawanna Central Club Annual Show, Motive Power Bldg., DL&WRR, 100 Block, South Washington Avenue. Admission by donation. Paul G. Ackerman, Secy.

"TROLLEY MEN," April 19-20. Altoona Society of Model RRers. Altoona, Pa. Lexington Ave. & 10th St. O and HO. Sat. 2-10 PM. Sun. 11 AM-5 PM. 8mm and 35mm projectors available. Bring your own film. Admission: one or more model trolleys. Further details from Robert D. Noel, 231 Willow Ave., Altoona, Pa.

MONTREAL: May 21, Wednesday. Montreal HO Assoc. of MRRs Inc. 8:15 PM. Open house. Clubs portable layout in operation. Equipment, movies, photo displays. In Montreal West Town Hall (corner Westminster and Upper Lachine Rd.). Info from Fred Motton, HUnter 1-6665. Admission Free.

WOODMERE, LONG ISLAND (NASSAU COUNTY): Annual showing of the O gauge scale Summit & Centre RR, operated by the South Nassau Model RR Club, 2 Neptune Ave. Every Sat and Sun thru March, 10AM-5PM. Admission by donation. All proceeds go in full to the American Red Cross. The S&C has just undergone complete face lifting and has complete scenery. Henry Abraham, publicity.

NMRA REGIONAL MEETINGS

COLUMBUS, OHIO: April 25-27. Mid Central Region Spring Meet. At the Southern Hotel, hosted by Columbus HO and O clubs. Registration fees about $5.00. Visit to N&W steam facilities, model contest, displays, all gauges, trolley and steam. Also Sunday morning breakfast, visits to private layouts. General Chairman, Vic Ketcham, 1872 Suffolk Road, Columbus, Ohio.

NORTH BAY, ONTARIO: May 29-31. Frontier Region Spring Convention. Details from J. A. Houde, 40 Linn Ave., Auburn, N. Y.

PHOENIX, ARIZONA: April 25-27. Pacific Coast Region, NMRA, 14th Annual meeting, at Westward HO Hotel (Westward HO?). Pulling contests, switching contests, model construction contest. Entertainment for the Railettes. Further information from Les Lloyd, 732 E. McClellan Blvd., Phoenix, Arizona.

Club Members Wanted

YOUNGSTOWN, OHIO: Youngstown Model RR Assoc., NYCRR station. HO Club has openings for several adult members. 7:30 PM each Tuesday. Construction on pike begins Feb. 1. Contact Dave Craig, R13-7871, at 607 Oak Hill Rd., Youngstown, for further info.

SADDLE RIVER BORO, N. J.: Model rails in north Bergen County area contact Jack Strand, Birchwood Court, Upper Saddle River Boro. Object to form Friday night club to meet in member homes. All gauges welcome.

NEWARK, N. J.: Newark Model RR Club, 325 16th Avenue (Not Street). O gauge outside 3rd rail club seeking new members. See writeup on club, Aug. '55 RMC. Near Irvington exit Garden State Parkway. For info, contact Ben Smith, 265 Tompkins Ave., Brooklyn 16, N. Y., or visit club any Tuesday and Friday.

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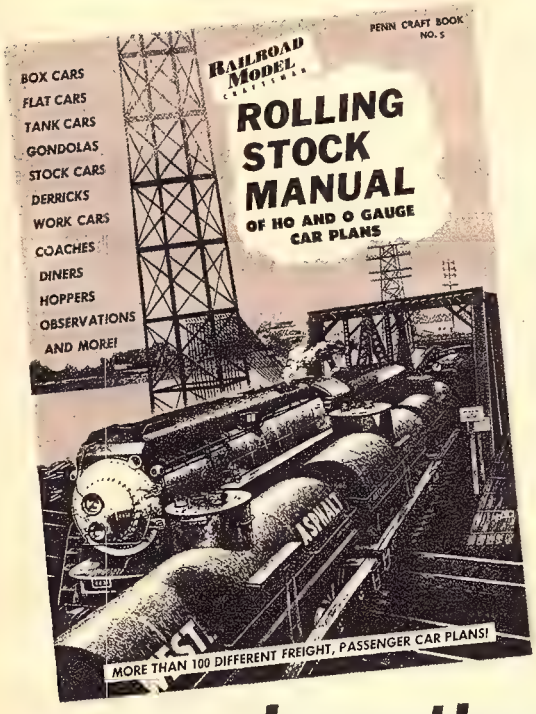
here's our latest book!



RMC ROLLING STOCK MANUAL

Here in one handy volume is a choice collection of HO and O gage plans for the railroadingest freight, passenger, and non-revenue cars you ever saw. You'll spend hours poring over these plans, and they'll help you whether you prefer to buy your cars in kit or RTR form, or scratch build. Here are plans chosen with the modeler in mind, because we've omitted the fluted cars and latest steel type cars which are not only difficult to scratch build but which are also more easily purchased from your dealer in kit form. Here are cabooses, pay cars, business cars, cranes, short box cars; the cars which built our railroads and which are still seen today. Here is the best from back issues of RMC. This "Poor Man's Cyclopedia" will be one of the best Dollar's Worth you ever spent. Now being shipped.

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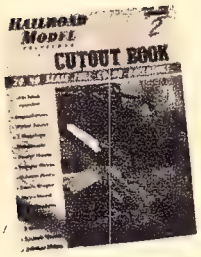
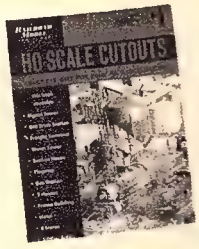


Here's the fastest selling model railroad book of all time, now in its THIRD BIG PRINTING! The RMC CUTOUT BOOK contains 20 full-color scale HO gage building cutouts, printed on heavy card stock (on one side only). These buildings practically assemble themselves: just cut the various pieces apart and cement together as indicated. You'll use every one of these buildings to create an authentic railroad junction village, complete with engine house, stations, sand house, stores, power house, diners, and numerous right-of-way buildings. Whether you're a beginner just starting, or an old timer who recognizes a good bargain when he sees one, this book will fit the bill. Basic assembly instructions are included.

PC-2 **Price $1.00**



Our original HO cutout book was so popular that we were forced to bring out this companion volume, HO SCALE CUTOUTS, which has just gone into its SECOND PRINTING! Here's a book of cutout buildings, all to HO scale and printed on heavy card stock in full color. The 8 stores, water tower, flag stop, interlocking tower, houses, gas station, and other structures, combine to create a complete city. You'll find these structures easy to assemble; just cut apart and cement together. A page of suggestions and extra detailing ideas are included. On the back cover is a Charter for your model railroad that you'll want to frame and hang near your layout. Printed on one side only.

PC-3 **Price $1.00**

O and S gage fans needing a lot of low cost structures to improve their layout will find this Dollar Book the very thing they've been looking for. There are 14 big full color buildings in the TOY TRAINS CUTOUT BOOK, all in authentic full-color, and all easy to assemble. Printed on heavy card, you'll find 2 stations, a signal tower, yardmaster's office, ranch house, crossing gates and shanty, oil storage shack, church, barber shop and other stores, firehouse, and more. Now you can fill up all those bare spots on your layout with real scale buildings, designed especially for use with scale O gage, Lionel, Kusan, Marx, and American Flyer layouts. Now in its SECOND BIG PRINTING.

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IN THE SUPER'S OFFICE

People to People . . .

THE March 1958 issue of **Railroad Model Craftsman** carried the first in a series of picture stories which will appear from time to time in forthcoming issues. This new series is called **People To People.**

These articles will show what is being done by model railcrafters in other countries. The March story on the layout of Dr. Timothy St. Leger Moss proves pretty conclusively that model rails are much the same the world over and their problems are much the same, perhaps often compounded by dollar shortages, high import duties, and political expediency. One previously insurmountable obstacle has been greatly lessened: time in communications. Airmail brings Australia and other far off countries closer by weeks. Perhaps improved technological advances in telecommunications will make telecasts between Europe and the Americas a commonplace thing in the next few years.

Some attempts at creating an international model railroad body have already been attempted. Very active groups of model rails can be found in the British and Southern Cross Regions of the National Model Railroad Association.

Model railroading as a hobby is widespread throughout Europe, Australia, South America, Africa, and even behind the Iron Curtain. Helping to spread the word on model railroading are the many foreign model railroad magazines. Perhaps you'd like to know their names:

HO Rivarossi
European Railways
Italmodel
Loco-Revue
Trenes
Model Railway News
Ferrocarriles Y Tranvias
Modelbane-Nyt
Der Modelleisenbahner
L'Echo Du P'Tit Train
Tren Miniatura
Miniaturbahnen

Many of these publications circulate in countries other than where they originated, just as **Railroad Model Craftsman's** circulation files show readers on every continent and in places where you would never think that model railroading as a hobby could survive.

More recently, we have seen a slight crack in the Iron Curtain, with mail coming from modelers in Prague and Buda-Pest. Despite tremendous obstacles in obtaining hobby supplies, these modelers are able to continue their hobby—our hobby!

Because these foreign model railroad builders have a deep yearning to know more about American model builders, The Voice Of America will shortly beam two special one-hour programs to many overseas points (although by law the Voice is prohibited from broadcasting to points in this country). Model railroading will play an important part of the voice broadcasts, along with other model and craft hobbies. Overseas listeners will hear about new model railroad developments, and will even hear the comments of hobbyists buying supplies in a typical American hobby shop. The Voice broadcast is also a part of this tremendous People To People program that will attempt to bring about closer bonds of understanding between People in the Americas and People — fellow model rails — in countries throughout the World.

We hope that **Railroad Model Craftsman** readers will join us in this venture, insofar as they are able. Model railroad equipment in certain foreign countries, including those in the communist orbit, is very scarce. Clubs and others with surplus equipment can put it to excellent use by sending it to those who have not. RMC's Swapper Column is open to any who would like to use it as a means of corresponding with overseas hobbyists. One African reader last year offered genuine African souvenirs in exchange for HO equipment. Correspondence with overseas hobbyists also can be of aid to RMC readers who may still be taking up foreign languages as part of a school or military program.

Recognition by the **People To People program** (a private group which has official blessing) of model railroading is a vital link towards better understanding between peoples through the medium of the World's Greatest Hobby. The Staff of RMC hopes that it will make our hobby even more fun.

Charles A. Penn
Chairman, Model Railroad Section
People To People

A Voice of America reporter puts some candid questions to Jim Wilson of Chicago's All-Nations Hobby Shop, as part of the two hour People To People hobby show to be broadcast by the Voice. Standing by is Hal Carstens of RMC. Railroad Model Craftsman publisher Charlie Penn is chairman of model railroad section of People To People

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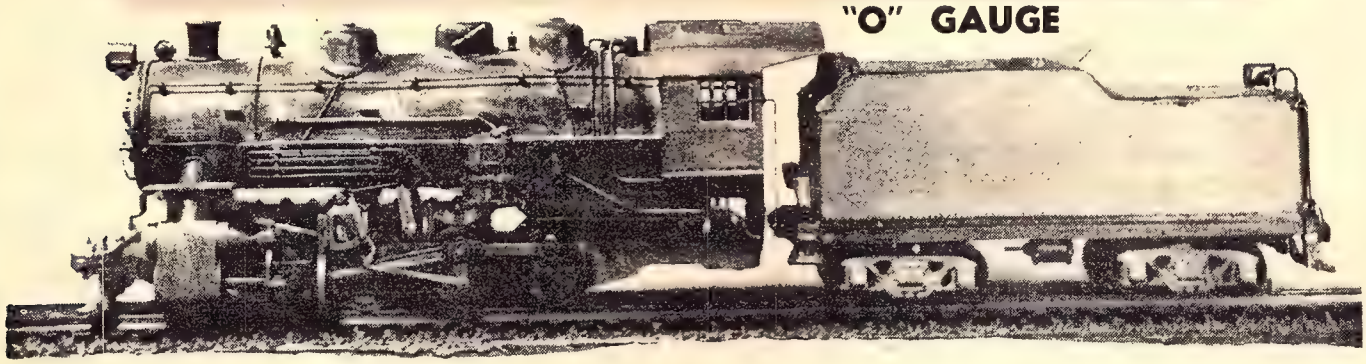
"O" GAUGE



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The above kit contains stamped brass boiler with rivet detail, stamped brass domes and stack, stamped brass cab with rivet detail. Scale 51" cast iron machined drive wheels insulated for two-rail and quartered with Woodruff keys. Gear ratio 30 to 1. Stamped brass tender with rivet detail and Andrews tender trucks insulated for two-rail.

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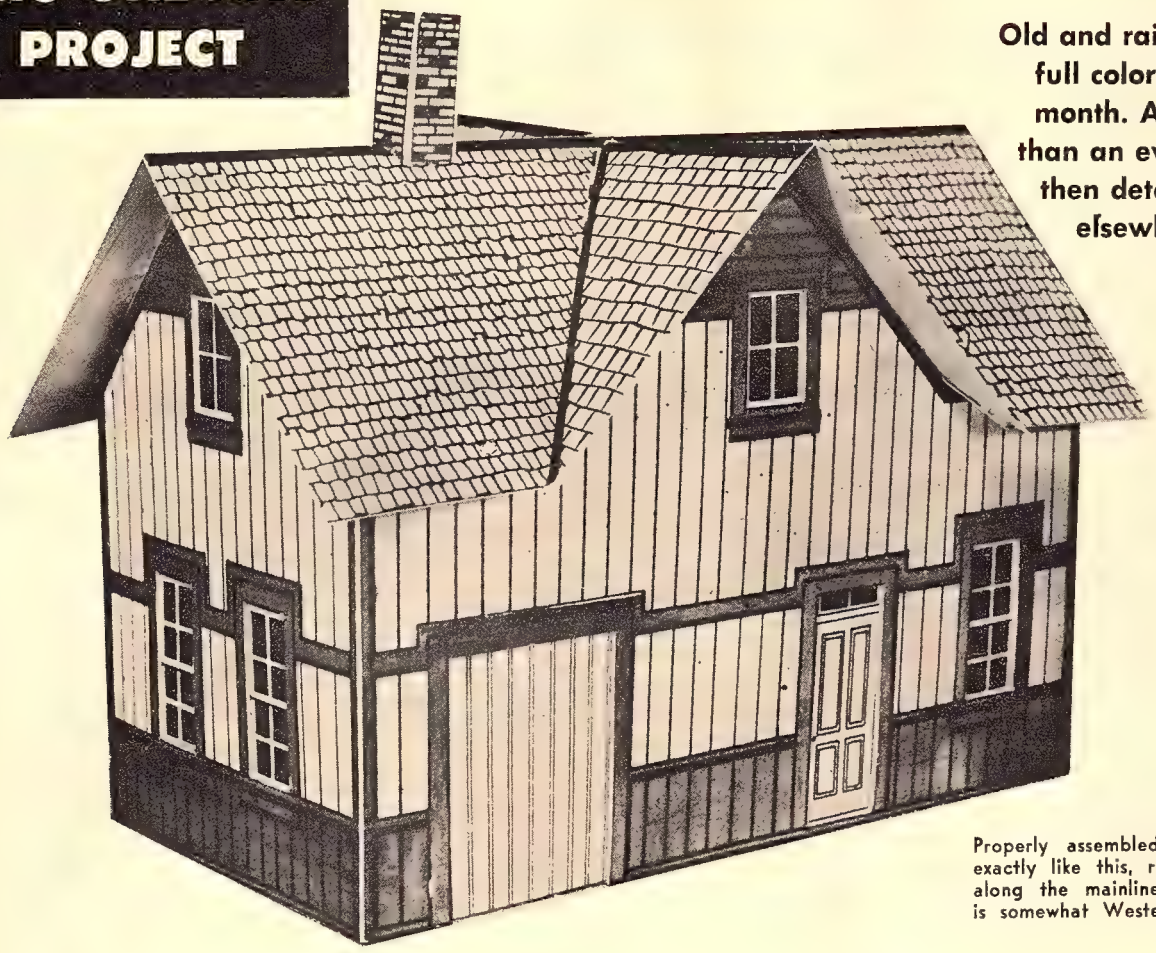
RMC ONE-NITE PROJECT

Old and railroady, that's our full color HO structure this month. Assemble it in less than an evening's time and then detail it as described elsewhere in this issue.



Properly assembled, your station will look exactly like this, ready to drop somewhere along the mainline of your layout. Design is somewhat Western but typically railroad.

BUILD THIS TWO STORY STATION

NO model railroad ever has enough railroad stations and with that premise we present another railroad station on our back cover this month, scaled for HO but suitable for most of the small gauges.

If you work in O gauge, you can also make this station by having the back cover photostated by any of the photostat houses listed in your phone book yellow section. Draw a line along the edge of the plan 10" long and tell the man to make it 20" long on a matte stat. S gaugers can do the same, but enlarging the 10" line to only 15" rather than 20". Since photostats are made on photographic paper, they are easily colored with translucent water colors or oil colors such as are used to color photographs. Any camera store can supply such colors.

Now that we've ironed out gauge problems, we can start assembly. Cut the page from the magazine and coat the back with a liberal application of rubber cement. Use a premium brand such as Best Test or Art Brown. Apply a similar coating to a sheet of cardstock approximately the same size as the cutout sheet, maybe a little bigger. When both have dried **and not until then,** lay the cutout sheet over the cardboard and drop in place, taking care to avoid all wrinkles, creases, hairs, and anything which could mar the cutout surface. Then cut out the various parts.

The parts are best cut with an X-Acto knife drawn across a straight edge. Our preference is to use an acetate draftsman's triangle, even though we occasionally nick the triangle with the knife. But the triangle is clear, permitting you to see through it. The triangle assures straight, even cuts.

Draw the blade across the part to be cut lightly and firmly the first time. Then draw it across again and this time you'll probably cut through. Cut right to the edges but not past and you won't end up with corners that are fuzzy from torn cardboard.

All the windows must be cut out, along with the doors. Also score lightly at the corners of the building and roof where folds are indicated. Alternately, our own preference would be to cut the fold lines through, later butting the ends of the front and back flush with the sides of the two end pieces, much like you build a box. Such a procedure eliminates the very obvious paper cardboard construction that the folding would otherwise cause.

Assembly

Start by cementing the doors and windows in place as the numbers indicate. Any good acetate cement such as Ambroid can be used but take care not to get the cement smeared onto any of the colored surfaces since the chemicals used in making the cement will dissolve and smear the printing inks used in the cutouts.

A base should be made to improve the rigidity of the model. Heavy cardboard is satisfactory but a base of ¼" pine or basswood, or masonite would be preferable. Cut it so that it just fits inside the four walls. Cut narrow niches wherever a door gets in the way, to prevent bulges. Then cement the four sides in position, to the base. Addition of the roof sections, with dormers, completes the basic station. Add also your choice of station name (two different ones are given), the Western Union sign, and the chimney.

The station now should be cemented to another piece of masonite ⅛" thick, size to suit the available space on your layout for the station. This block is painted dark gray and sprinkled with very fine black grit to represent an asphalt surface.

Detailing

With the station building completed, a visit to the hobby shop would be worth while to see what is available in the way of accessories but first read the articles elsewhere in this issue on Clinging Vines and Action For Your Layout.

The station should be spotted somewhere along your mainline. The station could have a siding which invariably would be on the side of the track opposite the station or located just North or South of the station on the same side. To locate the station on the siding would require passengers to perhaps have to walk around cars stored on the siding.

Your dealer will probably be able to supply you with a host of detail parts by Tru-Scale (Ayres), Selley, Weston, Walthers, and possibly other manufacturers. For example, almost any station worth its salt has a bench or two outside on the trackside. You'll also find baggage trucks, hand trucks, a scale and chewing gum vending machines, newspaper help-yourself racks (or a newsstand), luggage and freight, and people.

Detailing The Detail

What should the people be doing? Lead people unfortunately can't walk around. A woman waving at some friend leaving on a train will continue waving long after the train has gone and the next one has taken its place. But people in more relaxed poses do look natural for a long period of time. Suppose we call these more relaxed model railroad figures **cool** characters. Get lots of them and sprinkle them liberally not only around the station but also in your towns, backyards, and elsewhere.

Most stations today have parking facilities. Some stations have large parking lots for commuters, while other stations might accommodate only a few cars. And parking lots have plenty of detail, surprisingly. It's all in becoming alert to the detail that is there and recording it faithfully on your layout. Ruling pens loaded with white or yellow paint are used to rule out the individual car spaces. Certain areas must be marked "No Parking" or "Taxis Only" or "Loading Zone Only" or even "Bus Zone." Fix up a few cars with taxi signs and spot them accordingly. Maybe one of the plastic cars could be carefully cut along a door as though a passenger were just entering or getting off. You could play a dirty trick on your commuters and install parking meters throughout your parking lot, made from wire and bits of rectangular wood fitted on top.

The freight part of the station could provide business for several pick up trucks, or even for an Ulrich or Penn Line tractor and trailer. Since many railroads now operate either piggy back service or truck subsidiary service, a few trailers lettered for your own road would be a likely project. And paint a few pickup trucks to match and service your accounts with door to door service. Your station might also be a mail drop. Not all mail is handled in government trucks. Many private truckers pick mail up at stations for delivery to other spots. These trucks usually have a sign of sorts lettered "U. S. Mail" struck on them someplace.

A Wooden Model

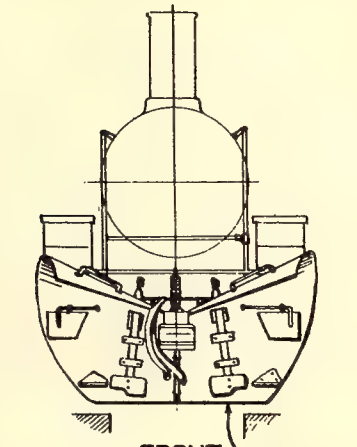
The cutout station obviously can't hope to match in detail the models available from Tru-Scale, Model Hobbies, Plasticville, and others. But they are admirable substitutes until the time when you can afford to put in something better.

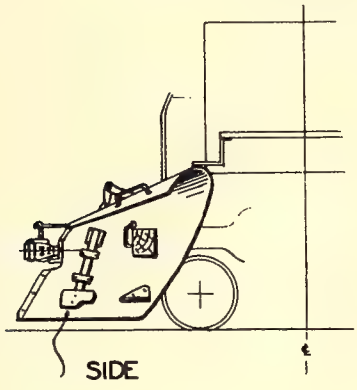
Some modelers may like the general design of the cutout station enough that they would like to model it in wood, using Northeastern sheet and strip wood. Most dealers stock the necessary lap board and siding, plus strips, which you would require. He may also have a surfaced roof material and brick painted sheetwood. Assembly is merely a matter of duplicating the parts shown in the cutouts. Such wood parts should be painted prior to assembly, to avoid a sloppy paint job. A wooden model would best have acetate windows with built up window sashes.

We'll bet this photo of the HO station this month causes a raised eyebrow or two, because it was snapped on an O gauge layout! The plans on our back cover however are shown full size for HO gauge.

Boston & Maine's famed Moguls lasted long into the Days of The Diesel and it is only since the mid-fifties that their whistles have been stilled; replaced by more utilitarian and (some say) modern diesels. Simple valve gear and chunky lines make it a happy modeler's choice.

BOSTON & MAINE MOGUL





ANY railfan who has ever had the good fortune to visit into the heart of New Hampshire will never forget the sight of the Boston & Maine's trim 1300 and 1400 series Moguls doing yeoman's duty on the far flung branches of the big New England carrier.

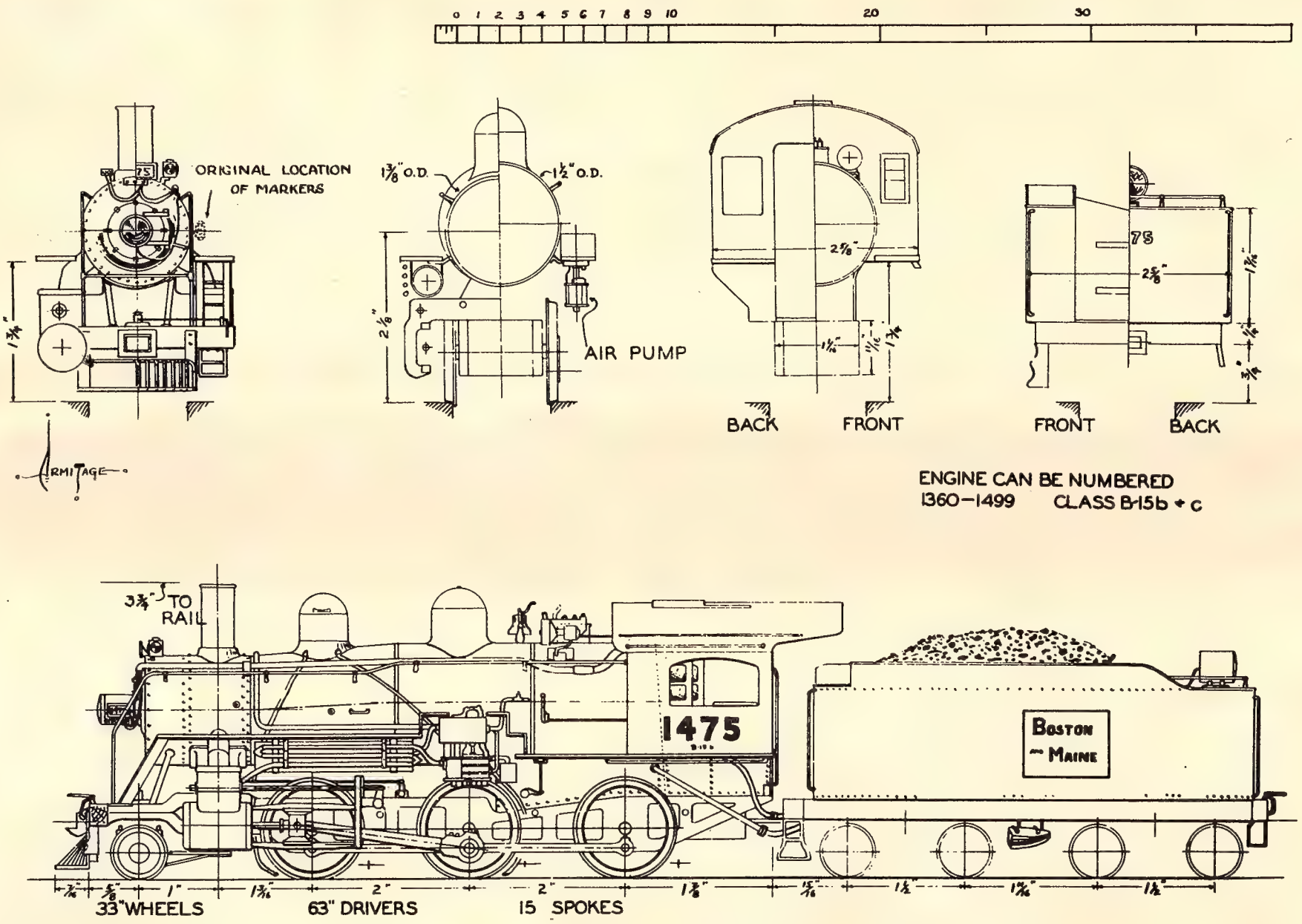
Equally at home with a string of Ambroid-style open enders, or at the business end of a short freight; the Moguls served the B&M well into the diesel period. In 1952, they were still to be seen chugging along the old Claremont branch, before that line became another in the chain of Sam Pinsley short lines.

Although now completely out of service, there are those who claim that on a dark night, they can still be heard blasting their way up some steep grade in the White Mountains. We won't dispute this claim but the B&M Mogul has long been a favorite of scratch builders who do appreciate the better things in motive power. The interesting lines of the B-15 class can be modeled with not too much difficulty, especially if the modeler is willing to exercise a bit of model builder's license by utilizing as many commercial parts as possible. Suitable frames are offered in both HO and O gauge. In HO, possibly Mantua would offer the most rewarding finds, while the O gauger will check either the Lobaugh or All-Nation ten-wheeler.

Photographs showing various engines in the series will be found to vary considerably in their detailing. Not only were many of the fittings used on these engines changed at various points in their careers, but also each trip into the shop made each individual locomotive somewhat different from its teammates. This is why you will often hear old timers say that no two steam locomotives were ever alike. There was much truth in what they said.

New Hampshire being a state known for heavy snow, the Moguls could often be found in winter equipped with snow flanges in place of conventional pilots.

As a first engine, the Mogul is an admirable choice. It's the type of locomotive which many one-hoss lines would have as their one and only. It is suited for both freight and passenger service, and is just as much at home in a small yard shunting cars, or behind a work train. As your roster grows, your Mogul can be bounced down the ladder to serve the branch line or secondary trains. But in any service, it's an engine that will long remain a favorite of the steam fancier.


0 1 2 3 4 5 6 7 8 9 10 20 30
ORIGINAL LOCATION OF MARKERS
1⅜" O.D.
1½" O.D.
AIR PUMP
2⅛"
BACK
FRONT
2⅝"
FRONT
BACK
78
2⅝"
ENGINE CAN BE NUMBERED
1360–1499 CLASS B-15b + c
3¾" TO RAIL
1475
BOSTON & MAINE
33" WHEELS
63" DRIVERS
15 SPOKES

PACIFIC PORTFOLIO

THE EVOLUTION OF THE ERIE'S PACIFIC TYPE STEAM LOCOMOTIVE

Earl D. Hall

Mechanical Engineer
Erie Railroad

IN 1905 the Erie Railroad faced the problem of finding some improved type of steam locomotive to haul heavier cars and longer trains in long distance passenger service. Added emphasis was being placed on greater speed in the competitive race between various railroads. Heavier and more efficient locomotives were needed to pull these heavy trains faster and for longer distances and at the same time cut service costs. What was the Erie to do? The answer: The 4-6-2 Pacific Type locomotive.

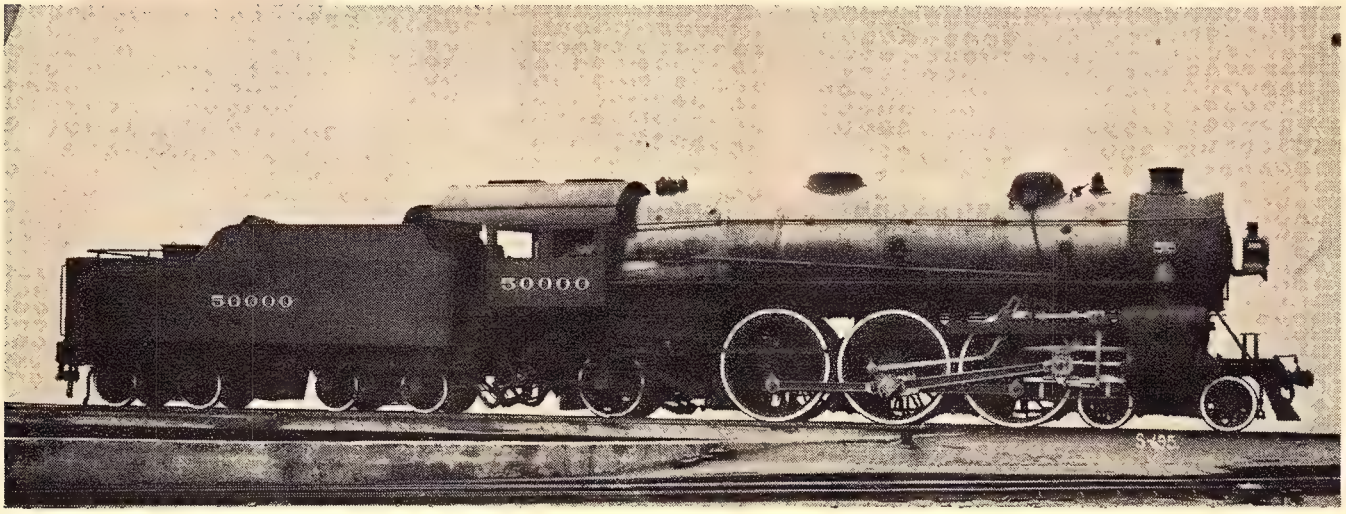
At the turn of the twentieth century through line passenger trains on the Erie were pulled by Class E and G locomotives of the 4-4-2 type having 22,000 to 30,000 pounds tractive effort, while commuter service was handled with Class D locomotives of the 4-4-0 type, having tractive effort of from 12,470 to 17,700 pounds. At that time passenger cars were of lighter construction and trains were comparatively short, so the 4-4-2 and 4-4-0 performed their tasks satisfactorily.

However, the demands for heavier locomotives meant more horse power which in turn meant bigger boilers, evaporating surfaces, fireboxes and grate areas. The increased weight also required more wheels under the engine, and so the 4-6-2 Pacific Type locomotive came into being.

The first of these engines used by the Erie were known as the Class K-1. They were built in 1905 at the American Locomotive Works while others were built at Rogers and Baldwin through 1906 to 1908. They had 74½" drivers, 22½" x 26" cylinders and carried 200 lbs. steam pressure and were rated 30,050 lbs. tractive effort. They were later rebuilt and equipped with superheaters and arch tubes but were hand-fired. They were capable of speeds up to 100 miles per hour and delivered excellent performance if not loaded down too heavy. The last of these engines were recently retired from service pulling commuter trains on branch line runs out of Jersey City, the last place on the Erie Railroad where steam locomotives were used. The Erie's 2,237 miles of railroad is fully diesel operated as a result of the Erie's huge $80,000,000 program of conversion from steam to diesel locomotives.

In 1910 the American Locomotive Company built locomotive No. 50,000 which was purchased by the Erie and became known as engine 2509. This engine had 79" drivers, 27" x 28" cylinders and carried a boiler pressure of 185 lbs. It was equipped with a superheater and later a feedwater heater and stoker were added. The total heating surfaces were 550 square feet more than the K-1. The cylinder horsepower was 2,425 or approximately 600 more than the K-1. The water tender was increased from a former 14 tons of coal and 8,000 gallons of water to 20 tons of coal and 9,000 gallons of water. This engine was able to pull more cars at higher speed and indicated the advantages of the various changes. Tractive effort was 40,650 lbs.

In 1913 the Erie started to build K-2 Pacific Type Passenger locomotives of a somewhat similar design with 2,624-



AMERICAN LOCOMOTIVE COMPANY (LATER ERIE NO. 2509) NO. 50000

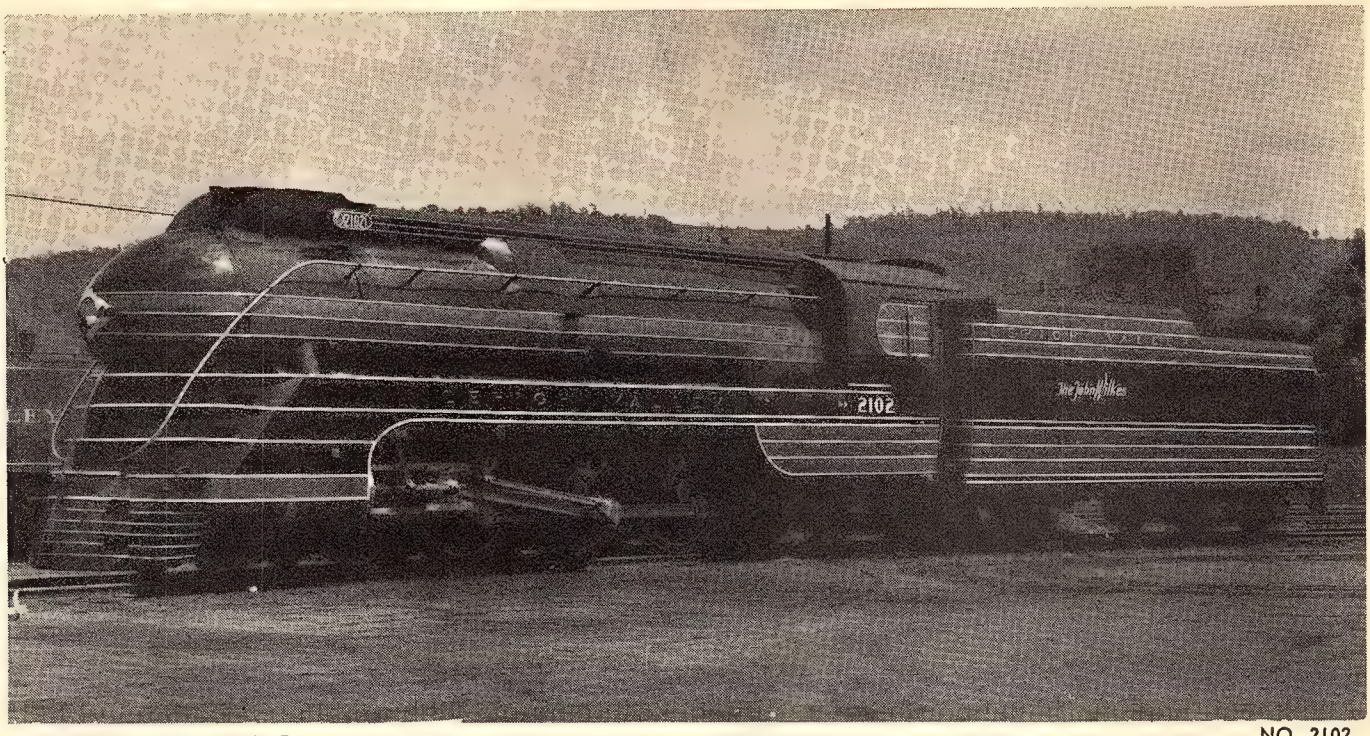
Built by Alco for experimental use in July, 1910; the 50000 saw service on many roads before coming home to the Erie as road class K-3, engine No. 2509. The 50000 was built with 79" drivers, 27" x 28" cylinders, and a driving wheel base of 14'. Maximum tractive power was rated at 40,600 pounds. Weight in working order of the engine was 269,000 pounds. A larger tender was added later on by the Erie RR.

NEW YORK CENTRAL RAILROAD NO. 4474

Next to the nearly 200 class K-3 locomotives, the New York Central's K-11 class were the next largest group of Pacifics. Eng. 4474 was one of 18 sub-class K-11c engines built by Baldwin in 1911-1912. Actually, all 109 engines were identical except for minor differences. They had a b. p. of 180 lbs.)200 lbs. with booster), 69" drivers, and a 38,970 lb. tractive effort (40,040 lbs. with booster). A familiar sight all over the system, the K-11 engines were used in passenger, freight, and even switching service. Engine 4474, builder's No. 37,370, snapped at West Englewood, N. J., 1949. HO scale model mfd. by Bowser Mfg. Co.

ERIE RAILROAD NO. 2527

There were 50 K-1 Pacifics on the Erie, built by Schenectady, Rogers, and Baldwin, during 1905 and 1906. The 2527 was of the second group, 2513-2528, turned out by Rogers in 1905, with 74½" drivers, 200 h. p., and a tractive effort of 30,400 pounds. In working order the K-1 weighed 243,550 lbs. The K-1 was first used in Erie New York-Chicago through service, later being relegated to commuter service out of Jersey City. The last K-1 engines were retired in 1954, some being sent to Korea. Photo snapped at Waldwick, N. J., in summer of 1952.



LEHIGH VALLEY RAILROAD NO. 2102

Engine 2102 hardly looks her age after getting the beauty treatment from industrial designer Otto Kuhler. One of a group of engines built by Baldwin during 1916-1917, the shroud on Engine 2102 was one of several attempts at streamlining engines of this class. Road class K-5, cylinders were 27" x 28", drivers 73", b. p. 205 pounds, and engine weight a hefty 315,000 pounds. Tractive effort was 48,723 pounds. Very attractive in its red, black, and chrome styling; the 2102 was regularly assigned to the Lehigh Valley road's crack "John Wilkes" express.

cylinder horsepower. These engines had 77" drivers with 8,500 gallons of water and 14 tons coal capacity and were equipped with superheaters, but since the boiler was only 80.26 percent to cylinder horsepower, these engines did not make the high speed with heavy trains which was desired. Later models of this engine called Class K-2A increased boiler percent to 85.76 installing firebox syphons and by increases in superheater heating surfaces. Stokers and feedwater heaters were also applied. Tractive Effort 45,066 lbs.

In 1913 the Class K-4 was started with a design which was to be used for a combination of high speed freight service and heavy passenger service. The first engines of this Class were not equipped with feedwater heaters or stokers. They had 25" x 28" cylinders and 69" drivers and carried 210 lbs. steam. The cylinder horsepower was 2,360 and percent boiler to cylinder horsepower 92.9 but the output of the engine was limited considerably by the absence of a stoker. Tractive Effort was 45,300 lbs.

In 1929 ten of these engines were rebuilt by installing syphons in the firebox, changing driving wheels to 75" and installing feedwater heaters and stokers. After conversion these engines were used primarily in passenger service where excellent results were obtained with ordinary length trains of 8 to 10 cars.

In 1919 the K-5 Class was started. The first of these engines were USRA Design incorporating Tractive Power of 43,900 lbs., cylinder horsepower of 2,622, percent boiler to cylinder horsepower of 98.39, 79" drivers, 27" x 28" cylinders and equipped with superheater, stoker, brick arches, larger grates and carrying 200 lbs. boiler pressure. The tenders held 10,000 gallons of water and 16 tons of coal. A later model of this same engine slightly changed and known as the K-5A was built in 1923 with firebox syphons and the boiler pressure was increased to 210 lbs. which increased cylinder horsepower to 2,753 and Tractive Effort to 46,100 lbs. These engines were used in through line service and were in use at the time of conversion to diesels.

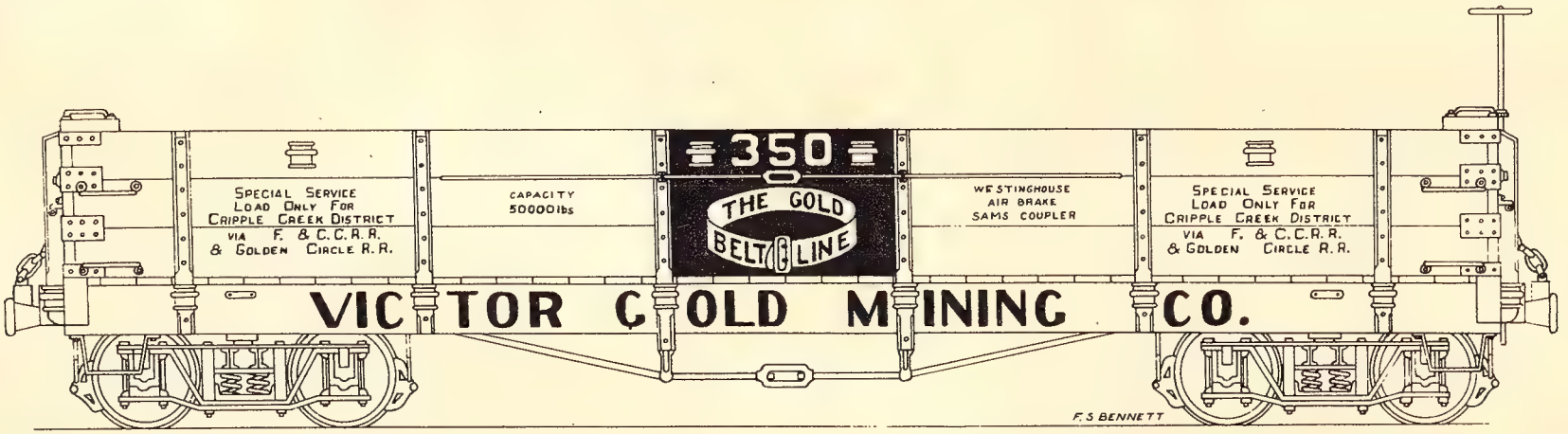
Many changes were made in our own shop to the K-5As in efforts to keep pace with the increased speeds, increased car weights and increased train lengths demanded by the traveling public. In order to eliminate stops at points other than major terminals, large tenders were installed having 16,500 gallons water and 244 tons coal capacity. Some engines were equipped with boosters applied to the trailing wheels to assist in starting heavy trains. Force-feed lubrication systems were installed to make long runs possible.

Roller bearings were applied to all wheels of several engines to avoid frequent lubrication. All of these changes were made with the ultimate object of attaching a locomotive to a passenger train and running it for long distances without the necessity of removing it from the train for servicing.

Various drafting arrangements consisting of special nozzles, grates and ash pan scoops were installed to permit higher continuous boiler horsepower output.

That this program was successful is indicated by the fact that these engines regularly handled through line passenger trains of 11 cars for a distance of 728 miles without being detached from the train and without making stops between crew change terminals to clean fires, dump ash pans, lubricate rods and guides or take coal and water.

It should be noted that as each succeeding Class of Pacific engines was built, the tractive power was increased and provisions were made for additional boiler horsepower. Eventually, the construction of heavy all-steel passenger equipment, including modern diners, roomette and bedroom type Pullman cars and the desirability of pulling 14-car trains at high sustained speeds, made it necessary to further increase the tractive power and boiler horsepower to a point where the Pacific design of wheel arrangement could no longer carry the large boiler, heavy frame and running gear, all of the heavy accessories, such as feedwater pumps, lubricating devices, boosters and all of the other equipment necessary to make the locomotive produce high sustained horsepower ratings with a minimum of stops for repairs or servicing. It became necessary to add additional trailing wheels or driving wheels which changed the Pacific design to the Niagara or some other design. The Pacific design, however, was a very satisfactory, economical, efficient design for the conditions which existed during the period of its use.



VICTOR GOLD MINING COMPANY– ORE CAR

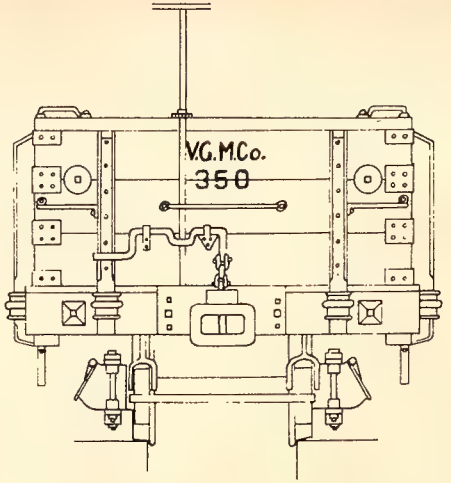
TECHNICAL DATA

LENGTH OVER END SILLS–30'
WIDTH OVER SIDE SILLS–7'7"
INSIDE LENGTH–28'6½"
INSIDE WIDTH–7'1½"
HEIGHT OF SIDES–3'
SILLS AND SIDE PLANKS–LONG LEAF YELLOW PINE
CROSS TIES–SOUTHERN PINE

SIDES, END STAKES, END SILLS–WHITE OAK
FLOORING–SOUTHERN PINE
AUTOMATIC CAST-IRON COUPLERS
RIGID DIAMOND-FRAME TRUCKS, WITH EYE BEAM TRUCK BOLSTERS, MALLEABLE CENTER PLATES, AND SIDE BEARINGS.

Drawn For RMC by
F. S. Bennett
FULL SIZE On3 GAUGE
QUARTER INCH SCALE

AUTOMATIC AIR BRAKES
METAL BRAKE BEAMS, OUTSIDE HUNG
IRON AXLES, 4x7 JOURNAL
26" CHILLED CAST IRON WHEELS
LIGHT WEIGHT–23,300 LBS.
CUBIC CAPACITY, TOP OF SIDES–631 CUBIC FEET
CAPACITY–50,000 POUNDS
BUILT BY AMERICAN CAR & FOUNDRY COMPANY, DETROIT MICHIGAN, ABOUT 1898

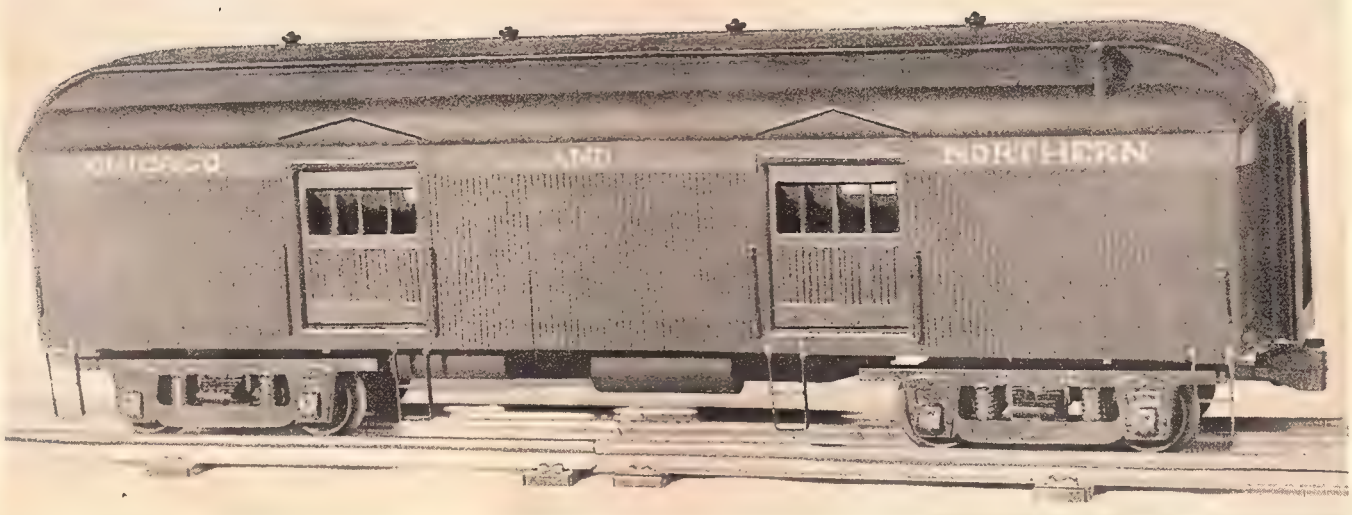


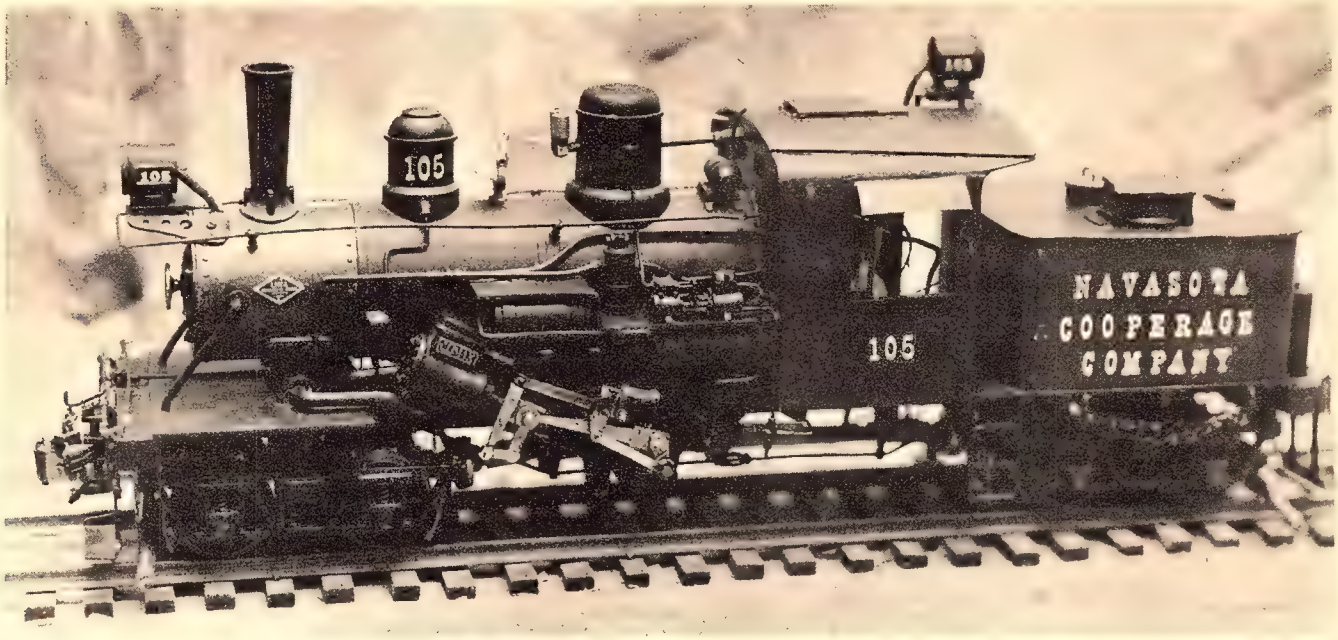
along the *BOOMER TRAIL*

A heavy J-3 Hudson roars across one of the many trestles found on David E. Tiffault's HO Elk River Railroad, on RD3, Ballston Spa, N. Y. Dave like rugged country and he's packed plenty of it into his HO pike. New York Central Hudson is stock Gilbert ready to run engine.

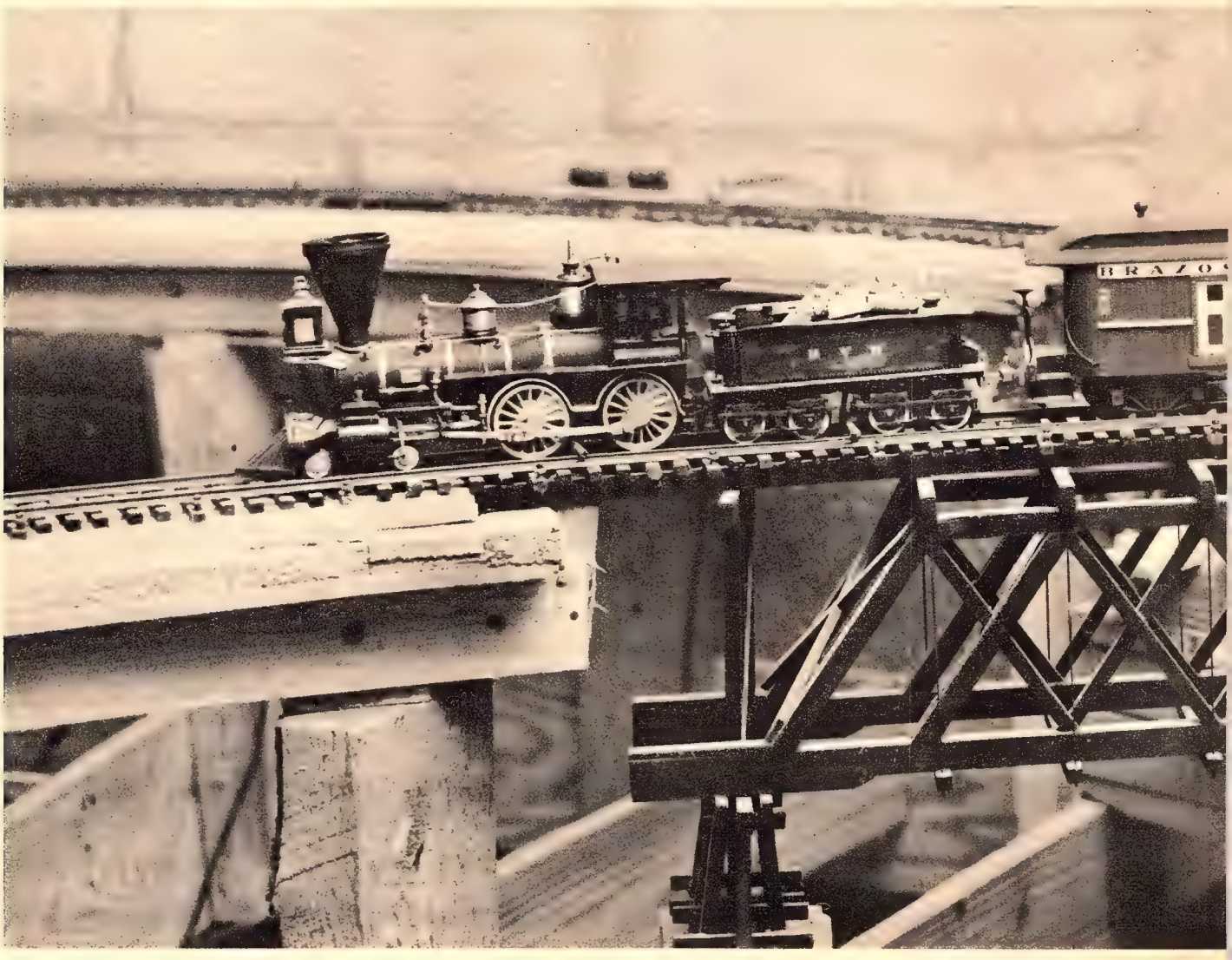
Another scene on Dave Tiffault's Elk River Railroad shows an Athearn GP-9 rumbling through mountain terrain. Dave says the Geep is one of the work horses on his line and he likes to photograph it in action.

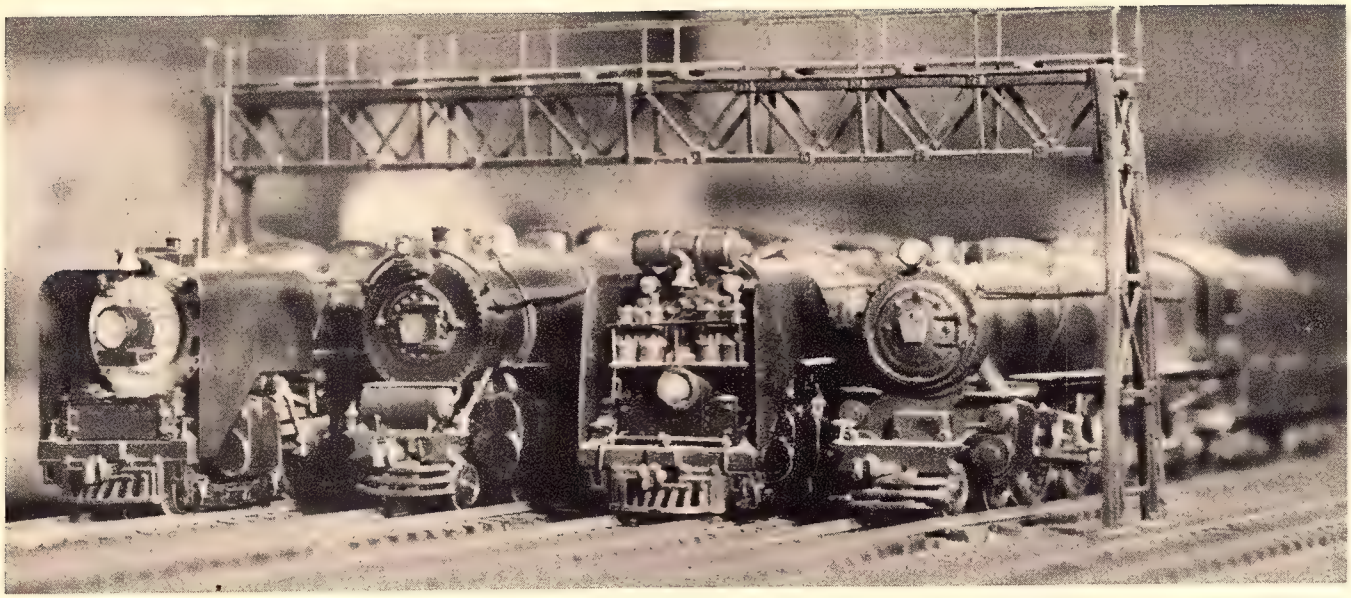
Turn of the century wooden baggage car built by Arthur Balazs, 8223 S. Blackstone Ave., Chicago 19, Illinois, shows what can be done in tinplate. Model, built from plans in RMC July '56, is scale 48 feet long, and is scale height and width. It takes 027 curves easily. The roof was covered with tissue paper to give canvas texture. Globe ventilators and stack are by Wagner, trucks by Walthers, diaphragms and couplers from All-Nation. Scratch built car cost total of $6.00; is first of what will be complete string of home built cars for the C&N.





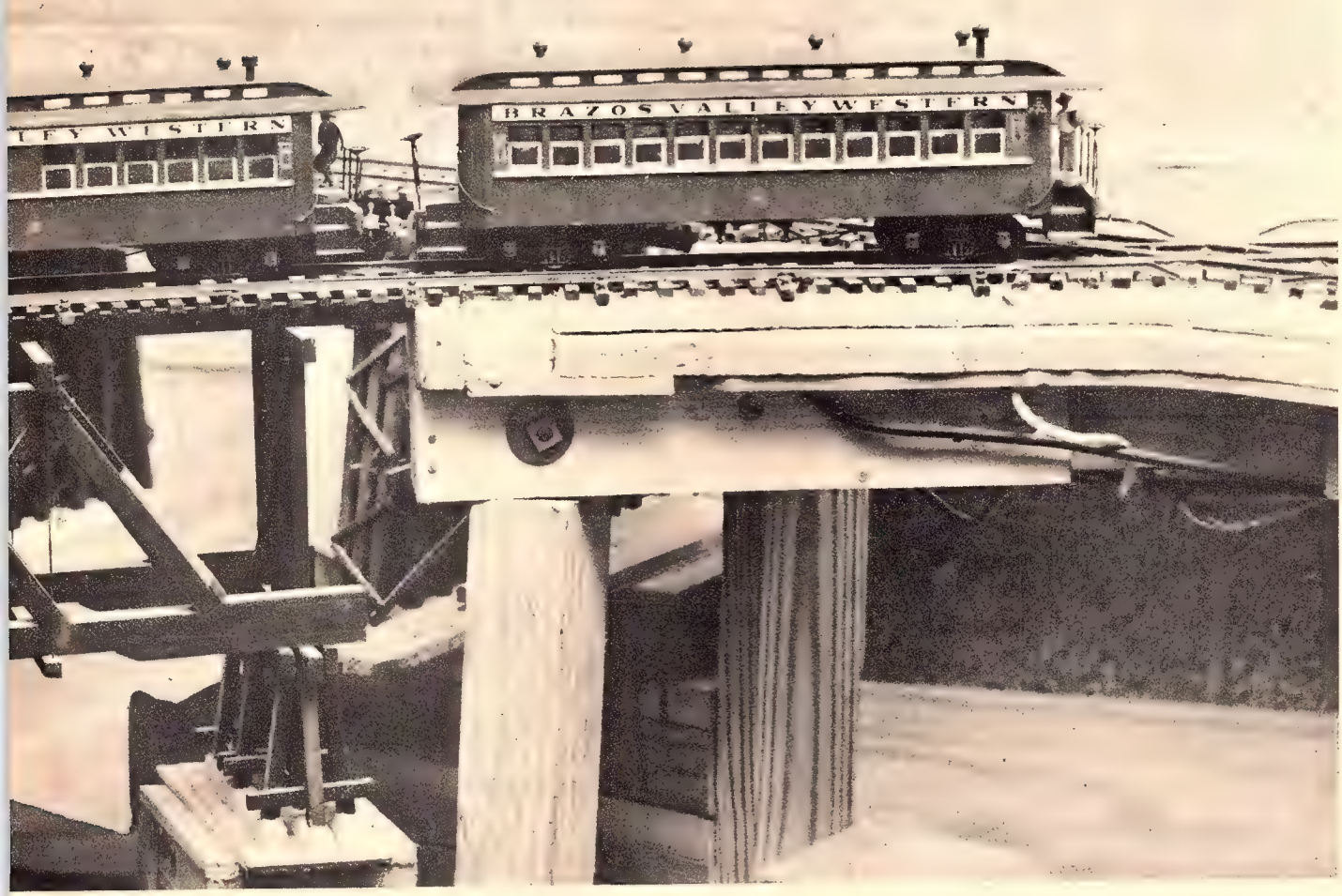
Detail packed Lobaugh Climax runs on either 2-rail or 3-rail track, by flipping switch in toolbox on tender. Despite extensive chain of gears, engine runs smoothly all day with light load even though powered only with small DC-60 motor. Model built by J. H. Powell.

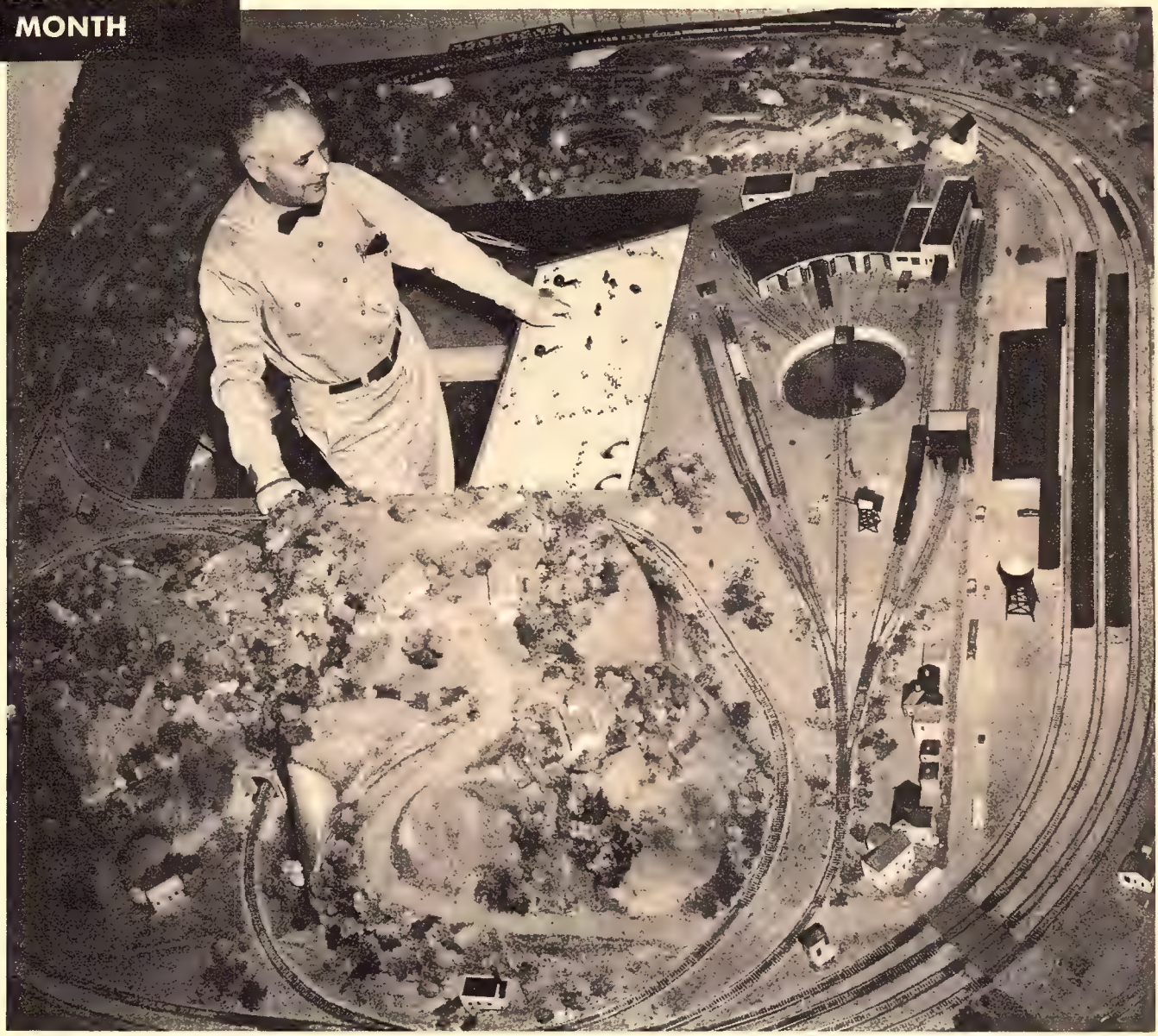




Not HO. Not O. Not TT or S. A lineup of four husky and rare OO hogs on the spanking new OO layout of Len Franckel, 711 Rutland Ave., West Englewood, N. J. They are, L to R: 1949 Scale Craft 4-8-4, Pennsy 4-8-2 M-1a custom built in 1954, 1949 Scale Craft 4-8-4 with super heaters, and a Pennsy K-4s built from an old Star Atlantic kit but with a Nason Hudson main frame. Franckel belongs to ABCOOR Club.

Unusual equipment on the O gauge pike of J. H. Powell, 2402 Benrus Blvd., San Antonio, Texas. A scratch built William Mason drifts downhill with the daily local. Colorful hog has maroon tender, bright brass boiler bands, and scarlet wheels. Passengers Jose and Ramon are getting ready to detrain at Manana. Scenery is yet to come.





New B & O TT Gauge Layout

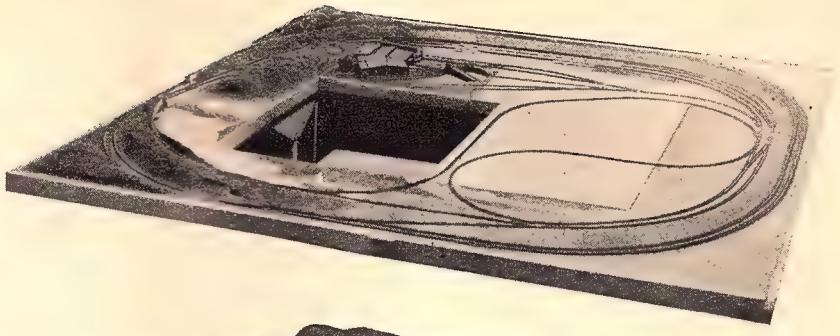
ONE of the finest TT gauge layouts we've run across in several years is the spanking new 10x10 foot layout owned by the Baltimore & Ohio Railroad and which is now on display at the B&O Museum of Transportation in Baltimore. Actually, the layout is a rebuilt one, since for several years it bounced back and forth between trade shows and model railroad conventions as the display layout of H. P. Products. In July 1955, Hal Joyce of H. P., donated the layout to the B&O and they had it in operation for the 1955 NMRA National Convention in Baltimore.

The scenery, badly battered from continual shipping, was ripped off. The entire center section was filled in and new reverse loops installed. The roundhouse was moved over near the passenger station and switches converted from hand to electric operation. A new control panel was built inside the layout for operation by an attendant. Pushbuttons with time switches attached were also added to the outside of the layout so that visitors could operate two trains on the outside main line! New scenery was added, using Permascene for the mix and Life Like trees and shrubs for detailing. The completed layout was opened to the public last December. Larry Sagle tells us the biggest problem was in getting details such as cars, structures, and people, for the layout.

Larry writes, "As you know, it has always been our opinion that on any layout, trains should disappear and reappear for the sake of realism. Trains go places and come from far away points and it gripes me to see trains running around and around, chasing their tails on a flat open platform. That's not model railroading, but playing with trains!"

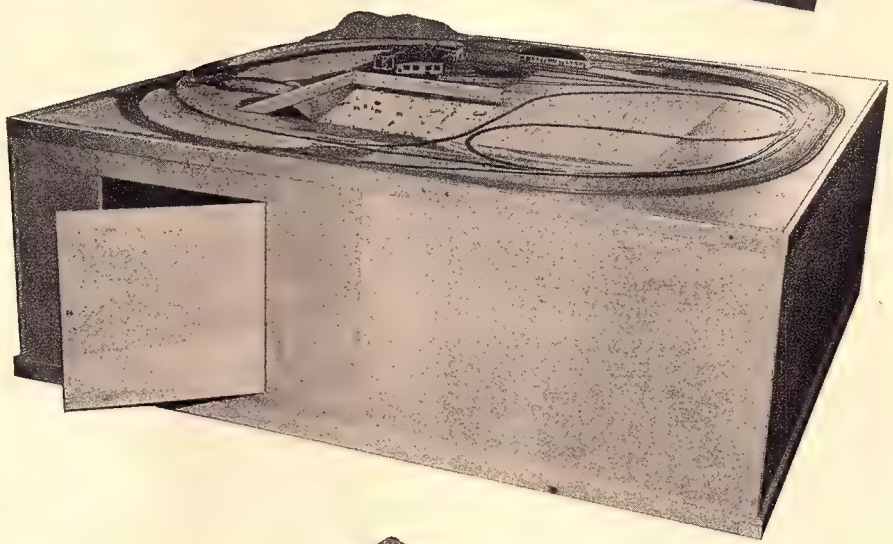
B&O RR Photos

1—Original TT demonstration layout in first stages of rebuilding; has had old scenery removed and new reverse loops added to interior areas.



2—New scenery has been begun, especially in far corner. Also completed is new control panel and beautiful paneling which encloses platform.

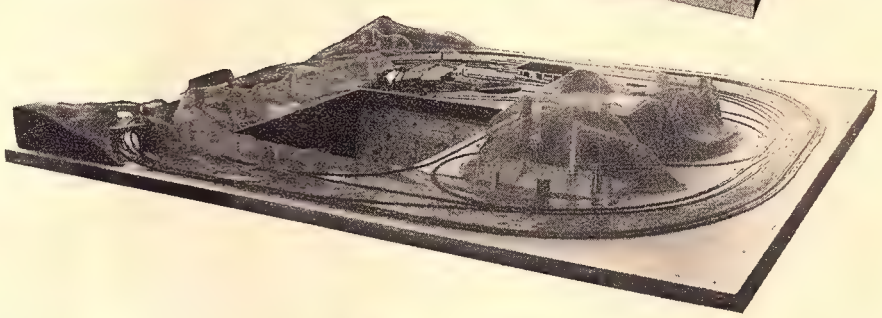
3—Mountains were formed from wood sticks covered with wire screening. Reverse loops were tunneled over, to hide obvious model rr. routing.



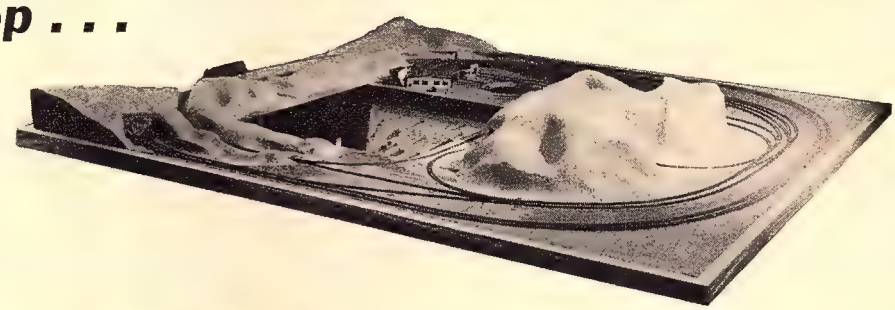
4—Mountains have been coated with Permascene; are now ready for trees, shrubs, painting, and finishing details. Permascene is lightweight mix available from most hobby shops; has excellent texture for scenic work.

5—Trains rolling, and not "offin the table top" either. Sleek TT model of BO Royal Blue growls right along with husky HP diesel on head end.

6—Aerial view of 10x10 TT layout shows vast amount of railroading that this fine small gauge packs in. TTers do have problems; mostly lack of accessories. Loco kits, car kits, track is plentiful. No plastics in TT.



offn the table top . . .



Two ancient triple compartment coaches, such as actually used on the Camden & Amboy Railroad behind the John Bull when that engine was first put in service. Intricate detailing comes from use of photoengraved sides and judicious use of drills and files.

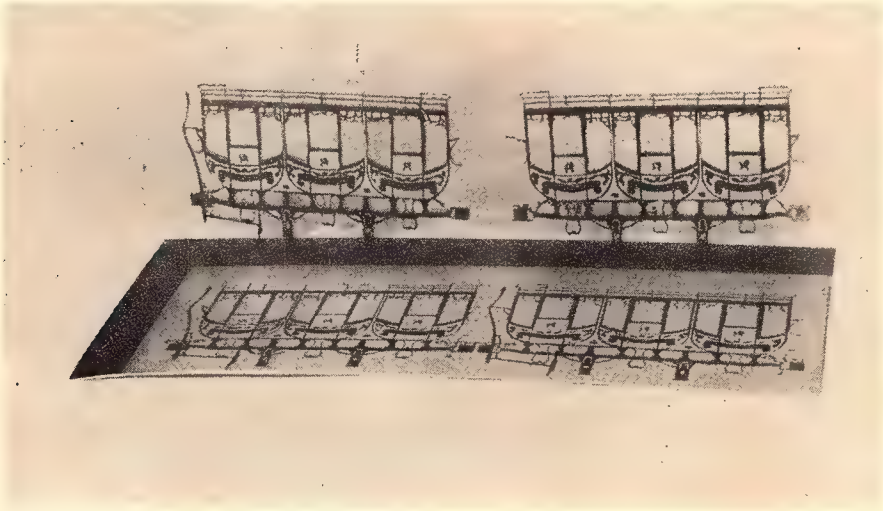
Cars for the John Bull

Here are some real old timers, dating back to the earliest days of steam railroading. Although they require a lot of careful filing, photo-engraved sides make construction an easy matter.

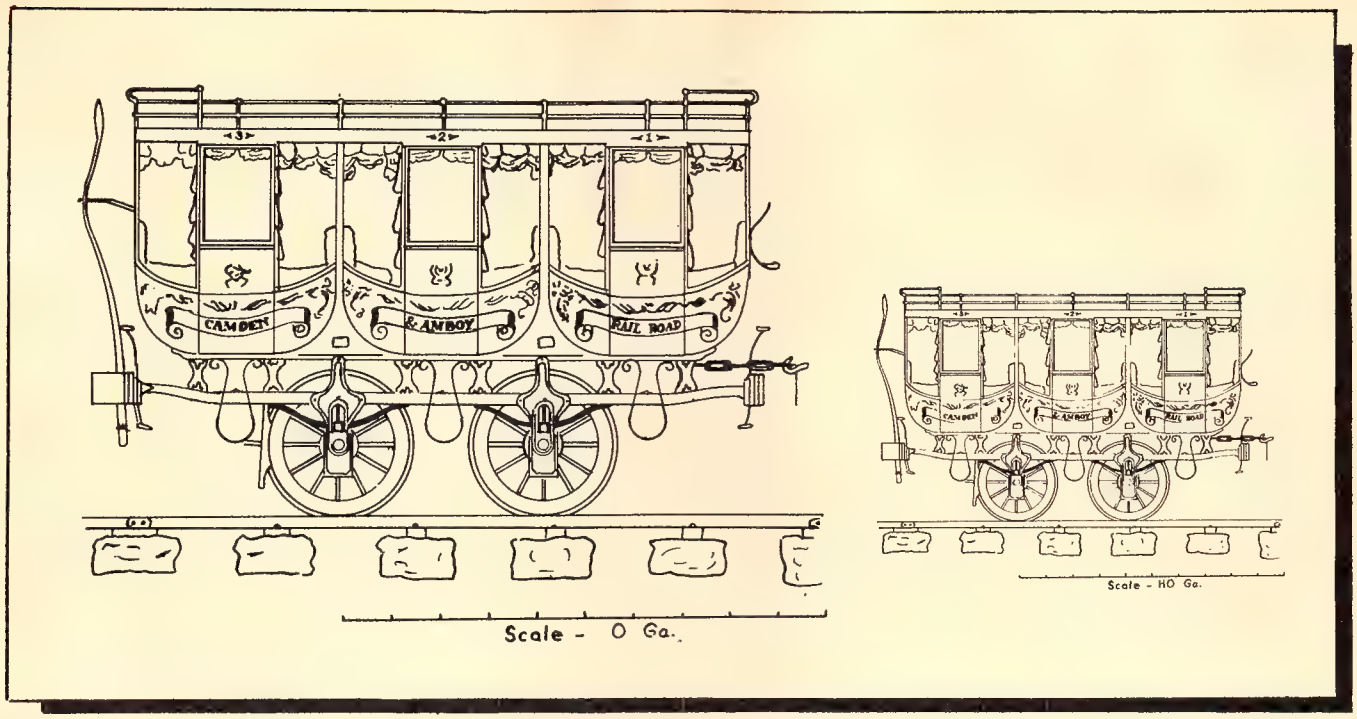
THE question of providing suitable cars for the HO gauge working model of the Camden & Amboy's "John Bull" (RMC Jan. '58) stumped me for a while. Of course since the locomotive in one revised form or another was in service until late in the nineteenth century, almost any "old time" car sold in kit form would not be too inappropriate, although I doubt whether the engine would be powerful enough to pull a train of the die cast Pennsylvania "Golden Eagle" cars which might be more suitable for an engine with more tractive effort. The "John Bull" is most often shohwn with the semi-conventional open-end "chicken-coop" cars, so called not for their resemblance to that Fowl Hostelry but because the one genuine specimen was discovered being used for that purpose and reacquired and refurbished by the railroad for exhibition purposes. It was not long, however, before I discovered in Ed Alexander's collection, a photostat of the earliest Camden & Amboy passenger coaches drawn behind the earliest version of the "John Bull"—just triple compartment stage coaches running on rails.

I had this plan photostatted to a larger size, painted out the wheels, and had the result photo-engraved on brass. The result is shown in the lower part of photo A. The upper part of the same photo shows the sides for one coach after being cut cut.

A—photoengraved sides look like plate at bottom when received. Window and other openings are then drilled out, excess cut away with jeweler's saw, and jeweler's files for completion.



This cutting out is quite a job, especially when you do two coaches at the same time. I drilled a No. 65 hole in each place that would need to be cut out—windows, spaces in the frame, and worst of all, spaces between the railings on the roof. Then I just set to work and cut out each opening with a jeweler's saw first fed through the No. 65 hole. This is tiresome work. It took me five hours to saw out the openings in the four sides (for two cars). However it took me only four jewelers' saw blades, which broke not so much from misuse as from getting dull. I suppose part of this remarkably low mortality was due to know-how, but at least as much was due to using the correct size blades. When you go to a hobby shop or a jeweler's supply house to buy blades, you have the



choice of many different sizes which range up from the size of a hair. Hobby shops commonly sell three sizes, although sometimes the proprietors may not be aware of it unless they look on the wrappers which enclose each gross. Size 3/0 is very fine and should be used only for sawing out very thin metal, such as .010" brass. Size 2/0 is best for most purposes, such as sawing out the coach sides we are talking about. Size 0 will do for "heavy" work such as sawing through a casting. There are even larger sizes, 1, 2, 3, etc. I suggest you buy the blades by the gross since the saving is considerable, each time you break one it may be only three cents shot instead of a nickel.

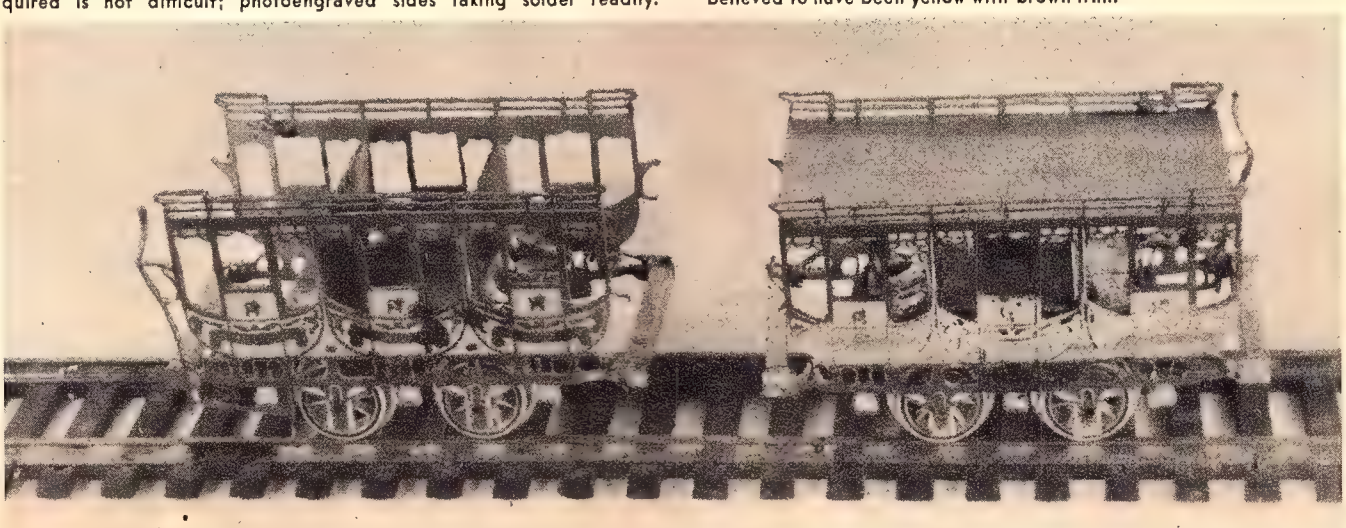
Incidentally after I had paid the initial cost of having the plate (or whatever it is) made for photoengraving the sides, I had quite a few extra pair of them made in case I or any readers would like to make these very old time coaches without the need for marking out. I am quite willing to sell sets of sides and let fellows do their own cutting out.

Wheels for the cars are Kemtron's 33" spoked wheel sets with needle-point axles. Pieces of 3/32" square brass were soldered between the "end beams" to maintain the correct spacing of the sides, then a floor of the same width of 1/16" thick brass was soldered in above the wheels to give weight down low. Above this I soldered in bulkheads between compartments (any thin metal). Photo B shows a vehicle at this stage of completion at the left. As nearly as I can ascertain, the original cars were open sided, did not have glass windows, hence the numerous curtains showing in the photostat. At least that thought makes them easier to model since you don't have to make provision for putting in windows after the cars are painted. The right side of photo B shows a car with roof soldered in, just .010" or .015" shim brass. The soldering had to be done on the underside, in the end compartments.

There then remains the attachment of ends. These were also cut from thin .005", shim brass which is readily bent, then soldered into place first at the top, then along the curved corners, finally to the floor. Excess metal and solder past the visible corners should be filed or wire-brushed away. The footrests for the guards are pieces of 1/32" x 3/32" brass soldered between the ends of the rests shown and cut out on the coach sides. This size brass as well as the 3/32" square mentioned before can be obtained from Special Shapes.

The cars at this stage are shown in the lead photo, with the final addition, that of backrests for the guards on the

B—Two coaches in varying stages of completion. The soldering required is not difficult; photoengraved sides taking solder readily. Toughest part of entire job is the intricate filing. Original cars are believed to have been yellow with brown trim.



SUPER DETAILING AN ALL NATION ATLANTIC

GAUGE doesn't make a bit of difference when it comes to admiring a model that shows top quality craftsmanship on the part of the builder. Such a model is the superdetailed O gauge All-Nation Atlantic, shown on these pages. Built by Hugh Sinclair, Elmwood Park (Chicago), Illinois; the chunky Atlantic shows what can be done on one of the lower priced scale O gauge locomotive kits.

While the "picture plan" points out many of the extra details which have been added, a few of the more obvious details are perhaps worthy of further comment. The copper beading around the cab roof edge and tender top is more than worth the extra trouble in a finer, more finished, and heftier appearance. So is the enlarged coal bin atop the tender, again made from sheet brass. These extra details do require soldering for best, most permanent results, but is done easily if you have an iron that is of large enough capacity. If your iron doesn't melt the solder completely, get a larger one. Don't try and mess with an iron that only turns the solder into a putty like mass. You'll never get anywhere with it.

The other extra parts required are obtainable from most stores that stock O gauge scale hobby merchandise. If no local store in your area stocks O gauge (and are not interested in obtaining same for you), order by mail from the manufacturers are from select mail order advertisers such as those advertising in RMC.

1—Solder round copper beading around cab roof and tender top. Take your time, soldering inch by inch.

2—Enlarged coal bin from sheet brass. Use any adhesive to hold coal in place.

3—Bell ringer is simply thin wire to cab (it gives your fireman something to do).

4—Extra piping will vary with almost every locomotive. Either follow these photos exactly or study your favorite prototype loco pictures.

5—Air hose couplings. Kemtron fittings look better than traditional blobs of solder.

6—Smooth boiler finish. All-Nation steam locos have heavy sand cast bronze castings which must be filed smooth. A filler can be used to make job a bit easier.

7—For different look, substitute domes, stack, and headlight by any of several other manufacturers, and vary position.

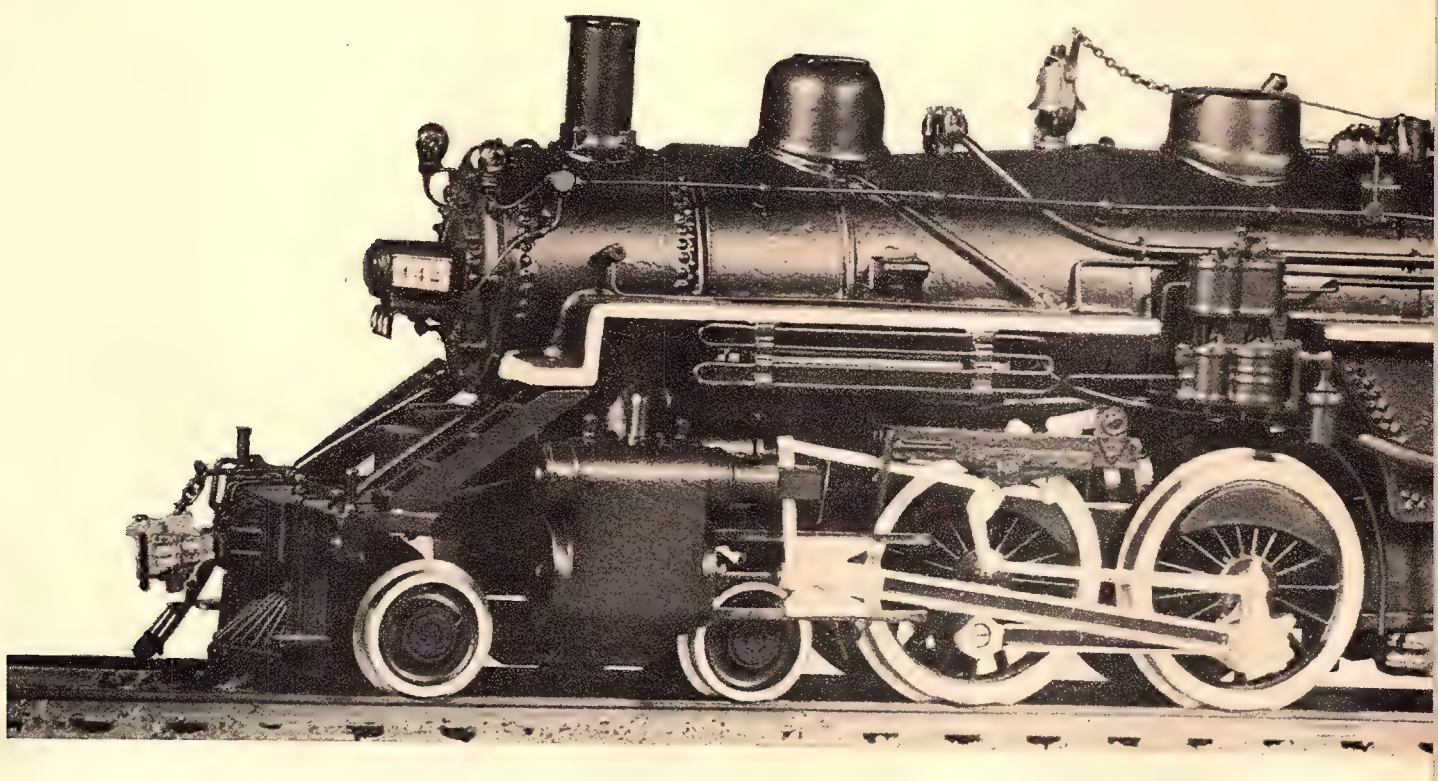
8—Thin brass sheet is used to fill up empty void of A-N cab window. Shape of cab window could also be varied since cab is sheet brass construction.

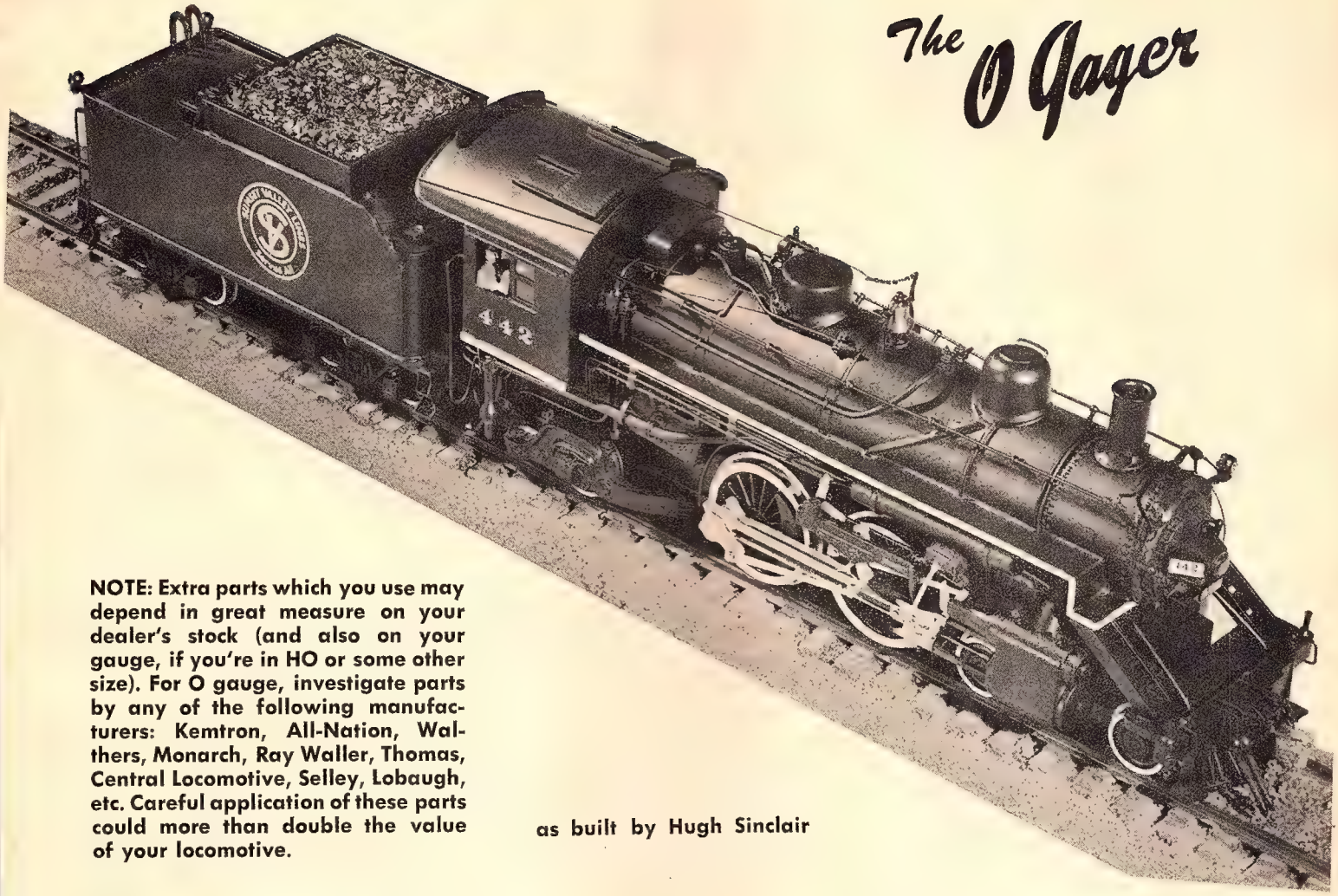
9—Number plate under headlight, made from sheet brass.

10—Engineer and fireman in cab.

11—Decal lettering, cut as close as possible, coated with Decal-Set or Solva-Set, and then given a coat of flat varnish or equivalent.

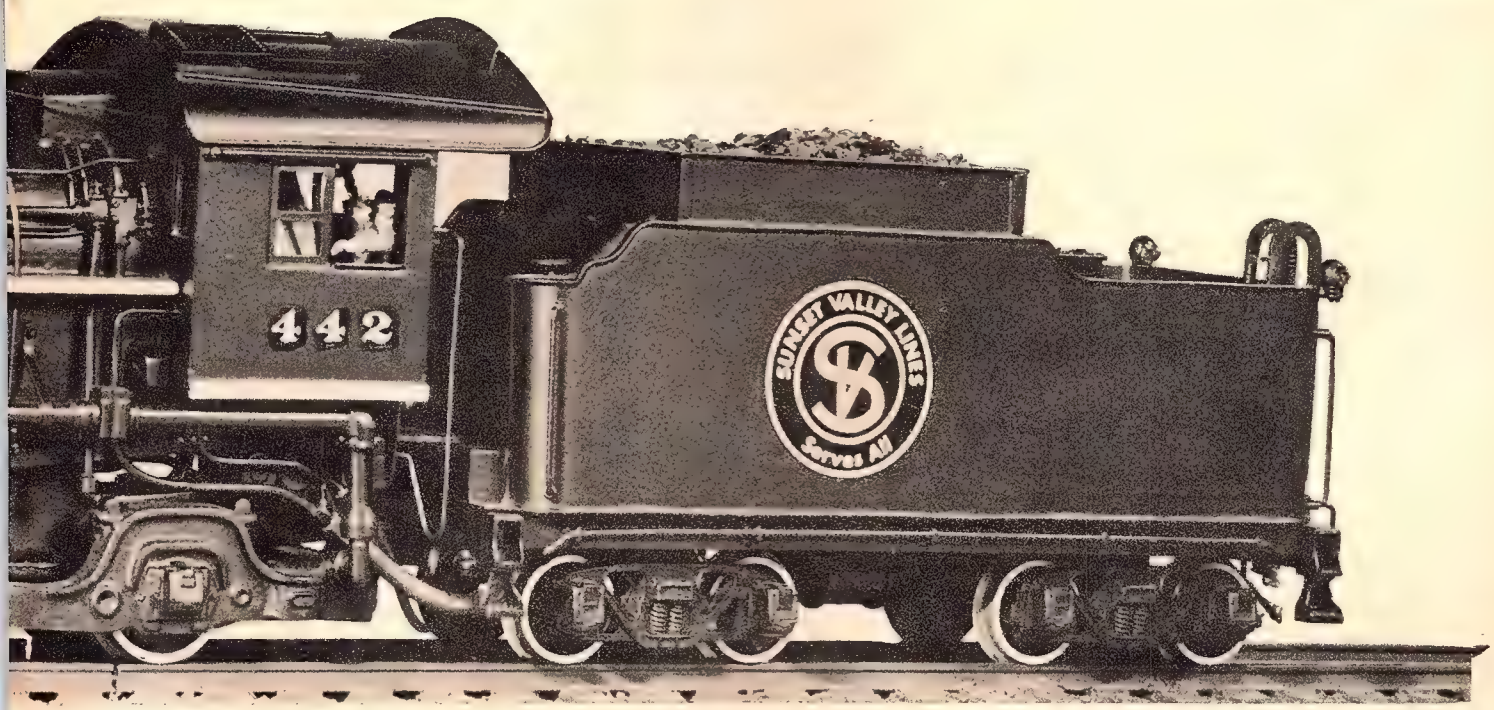
12—Monarch auto-couplers substituted for original dummy couplers.

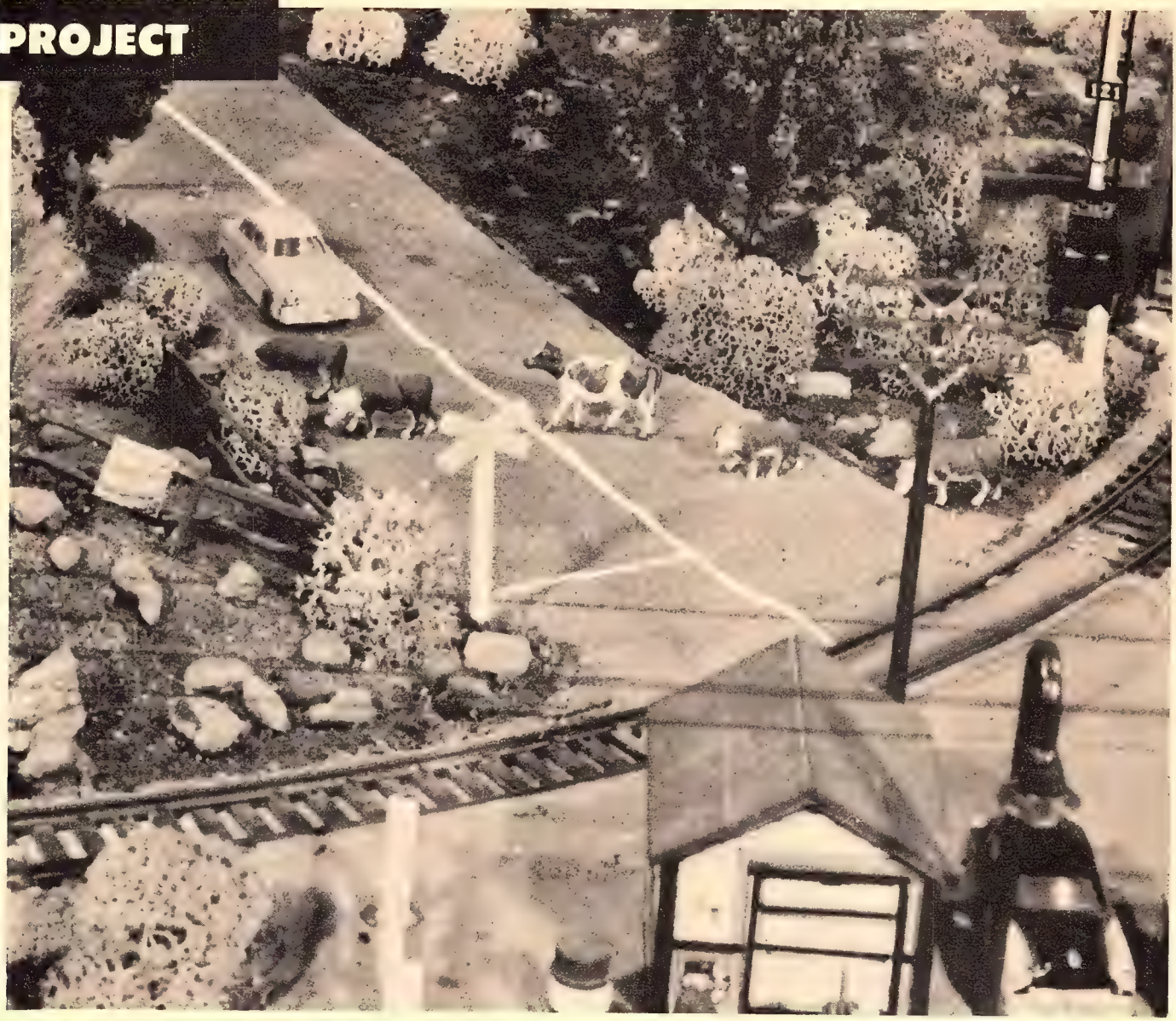




NOTE: Extra parts which you use may depend in great measure on your dealer's stock (and also on your gauge, if you're in HO or some other size). For O gauge, investigate parts by any of the following manufacturers: Kemtron, All-Nation, Walthers, Monarch, Ray Waller, Thomas, Central Locomotive, Selley, Lobaugh, etc. Careful application of these parts could more than double the value of your locomotive.

as built by Hugh Sinclair





ACTION
for your layout

Inanimate objects spring to life if thought is taken to position them correctly. Here are the little tricks you need to know.

AFTER a model railroad is built and the novelty of running trains is over, more attention can be focused on perfecting small detail to make your pike more true to life. One of the things overlooked by model railroaders is how to get an illusion of action and movement out of otherwise static objects such as figures, animals automobiles, etc.

I have seen some handsomely planned railroad layouts, made by experienced modelers, with lakes, tunnels, roads, farm houses, people, animals . . . but everything is standing still and yet they are placed in a position or location that in true life would require plenty of movement.

For example, we have a straight stretch of track with a highway running alongside. A powerful F7 diesel fast freight with two B units rounds the curve and heads for the race track to make up for lost time. As your eye follows the speeding freight train, it passes up an automobile that is running on the white lined highway parallel with the track. Did I say pass it up? I'll say so . . . because the automobile is standing still, and yet it is in the middle of the road where it should be moving. So the thing to do is to place the car alongside the road, at an angle, with the hood up and a figure alongside. Anyone at a glance can tell that the car had engine trouble, which is a very good reason for it to be standing still.

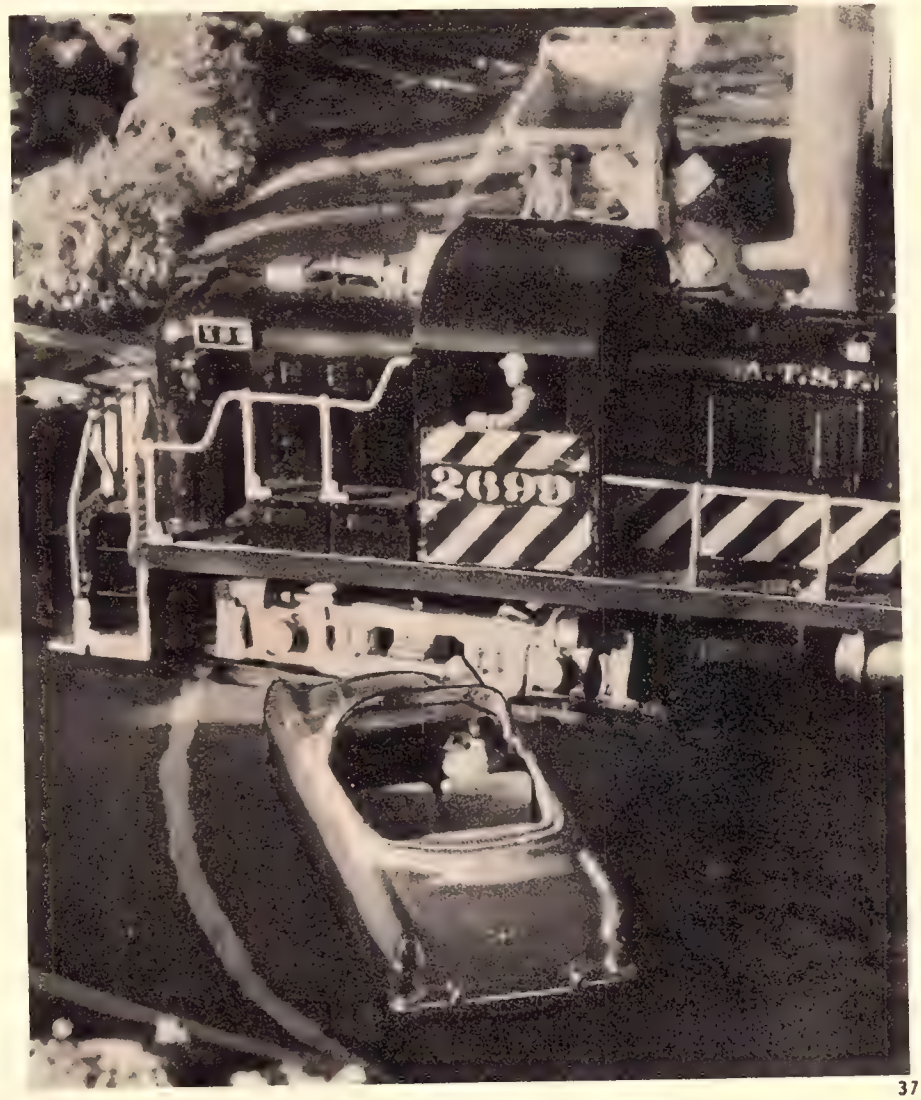
Study your layout and you'll be amazed at the number of places you can place objects which in real life would require very little or no movement. Cars can be stopped at railroad crossings waiting for trains to pass, or stopped in the middle of the highway to let animals pass. Figures can be placed so as to appear that they are boarding equipment, hanging clothes, drawing water from a well, trimming flowers and hedges, waiting to board trains, etc.

Of course we can't always place figures and objects in positions that require no movement, but any that can

Toy autos can't run, even when placed on the express lane of a main highway. But they suddenly come to life when stopped at a cattle crossing. Slow moving cattle are less objectionable; almost seem to move across highway.

Above, car in driveway is natural parking spot. Rider in seat imparts sense of action. So does girl standing near car. Throughout, there is a sense of impending action not yet occurring.

Right, another car is pulled up at a railroad grade crossing, this time a foreign sports car. Car seems perfectly natural in this setting.



by Leo Caloia

be so placed certainly help to create an illusion of reality. This is the very reason we decorate our model train layout . . . so it will look true to life.

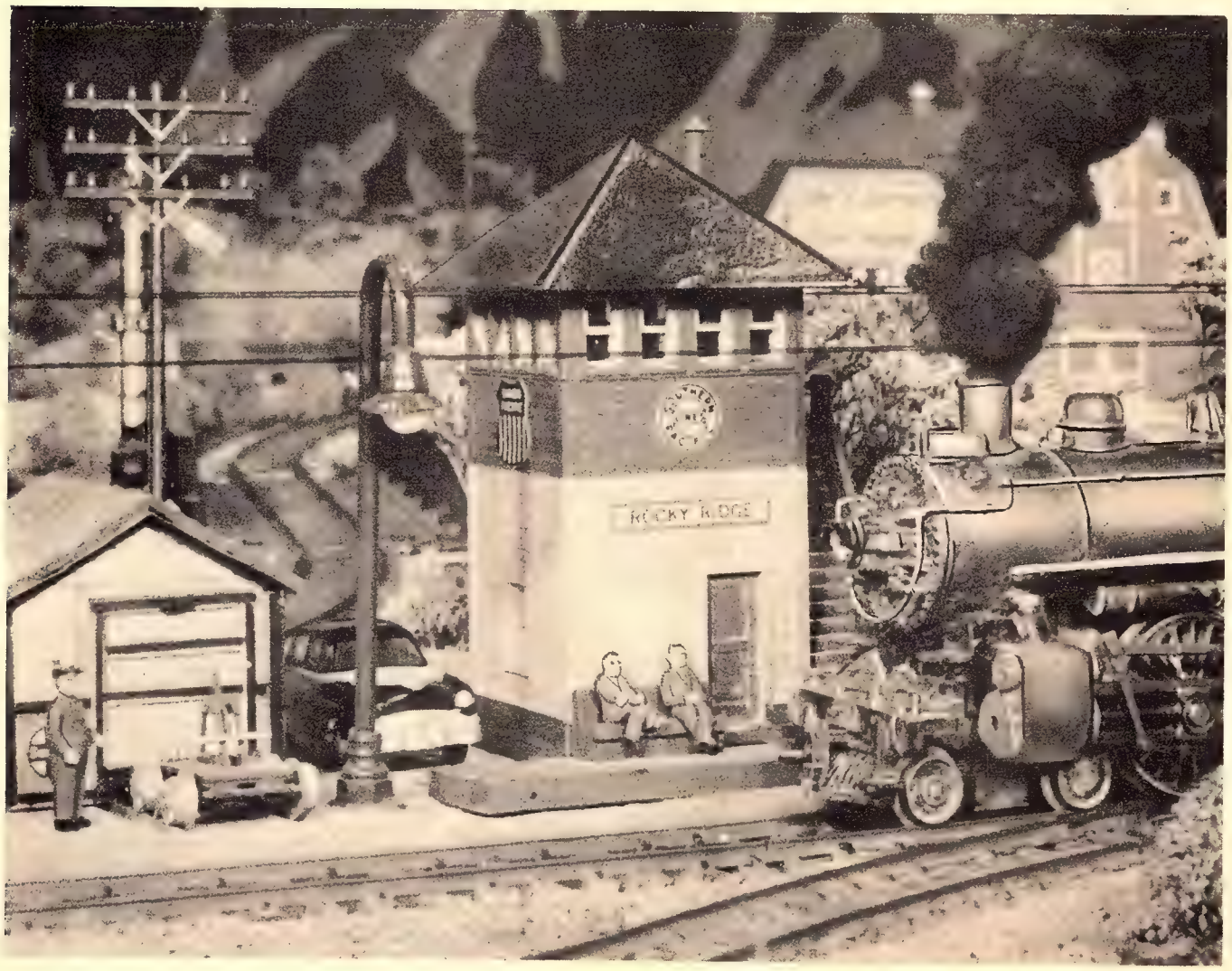
Now, to further this illusion of reality, your audience and spectators can be made to help by using their imagination. For example, on my layout I have a farm, with people placed at different locations, each either standing or doing something that requires very little movement. Before I run the trains, I tell my visitors that the farmer has three attractive daughters. It is a Sunday afternoon in early summer. A boy friend in a shiny convertible is calling for one of the daughters, who is alongside the car. Another daughter

is on a ladder in the peach orchard, picking peaches. The third daughter is near the rail fence bordering the railroad tracks, waiting to wave at the engineer of the daily 2:30 express train from the big city. The farmer and the hired man are seated on boxes in front of the house playing checkers, while the farmer's lazy brother in law is watching. At the rear of the house, between the well and the garage, the farmer's wife is out hanging clothes to dry. Clutching at her apron strings and crying is the farmer's youngest child, Rodeny, a 2 year old.

The above may sound like a lot of idle talk, but you would be surprised how the spectators and visitors, armed with this information, easily make the transition from real life to HO scale.

Watchman relaxes in sun between trains in a natural pose that might be destroyed in a more animate pose. Shanty from RMC Cutout Book.

Below, more sitting figures lend a languid air to a typical scene. Idea is to get figures in a position that seems natural for at least a short time: looking in store windows, waiting at corner for light change, waiting for trolley.

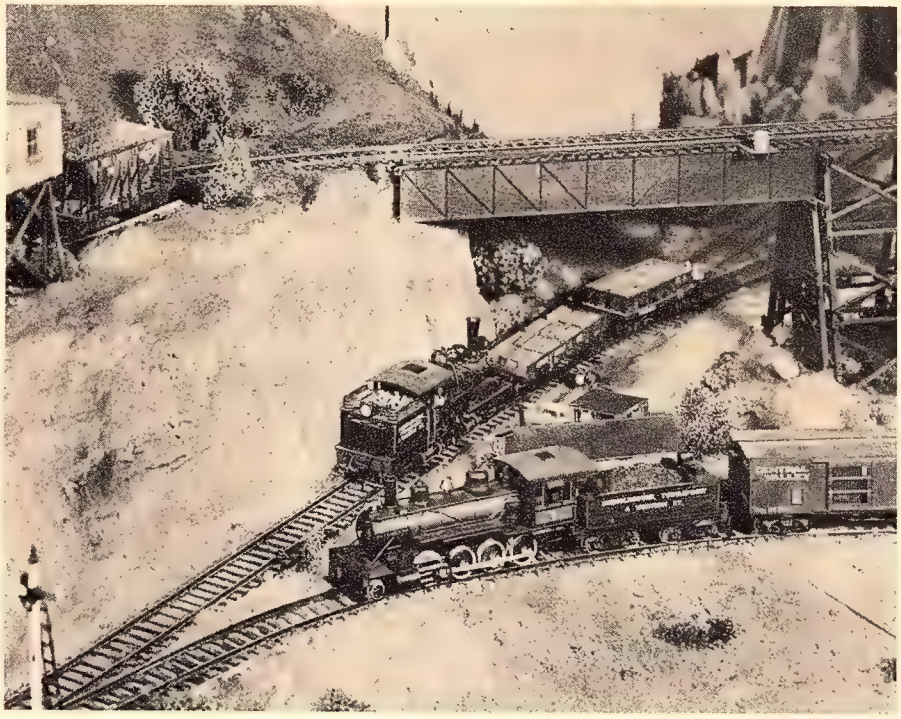


You're On The Carpet - Fred L. White

The third in the new series of RMC features shows a small 4½' x 6' pike that packs plenty of railroading into a small space. If you think you could have done better, let's hear from you!

THIS month's choice for On The Carpet is not a scenic masterwork, for the obvious reason that it was designed to pack as much railroading pleasure into a small, 4½' x6' space as was possible. We think Fred White, of San Diego, did a very excellent job in that respect.

You won't find a diesel in sight on Fred's Helegon Division of the B&O. There is plenty of steam power for a small railroad, plus a good variety of passenger and freight rolling stock. Sidings and yards provide plenty of operational problems for a layout this size.



How would you have tackled a layout this size. How could Fred improve his pike? There is $25 in model railroad equipment waiting for the best answer that we receive, obtainable from any dealer you choose who is listed in the **Railroad Model Craftsman** Dealer Directory. Rush your answer in today to: Railroad Model Craftsman, You're On The Carpet, Ramsey, N. J. All replies become the property of RMC, and the opinion of our editorial staff is final. A gift certificate worth $25 in model railroad equipment will also go to Fred White, good at any hobby shop he chooses which is listed in the RMC dealer Directory.

The replies for the Bill Livingston photo in our February issue measured up to all our expectations and then some. We ended up with a tie between Bob Dezelin of St. Albans, N. Y., and Bill Peters of Santa Clara, California, and they will share first place honors this month.

Says Bob Dezelin in his letter . . .

. . . Although my remarks may seem rather critical they are not meant to be, for Mr. Livingston has a pike anyone would be proud to call his own. However, mistakes do show up even with the experts.

The type of metal ingots in the first car being pushed by the Shay have no visible means of being held on the car. For example, you will notice the second car has ends to prevent them from sliding out.

I would hate to be standing under the fire bucket on the bridge when a train passes. Since there is no guard rail around it, the rumble of the train could send it plummeting down, water and all. The part of the trestle which supports the deck bridge seems woefully inadequate. Looks like one good train would be enough to shift it right off its supports.

The Shay, being a wood burner, should have a screen on its stack to keep burning chunks of wood in the stack where they belong, so as not to endanger lineside homes and industries.

The Consolidation's tender wheels look like they have been chrome plated; guess he forgot to paint 'em. The corner of the C.V. ventilated box car could also stand a little paint.

An old road such as his (evidenced by the rolling stock) should not have modern semaphore signals — doesn't look like the engineer of either engine could see the lights of it anyway.

I believe that a painted backdrop would have gone extremely well directly behind the bridge. It seems that Bill cut away the whole mountain rather than just making the cut large enough for two tracks. (Most expensive prototype practice).

Robert Dezelin.

All of which covers quickly what many others sent in in part. The entry by Bill Peters is very much different and at that, we guess his attitude pretty much sums up how most of us feel when we see a photo of a really good layout . . .

Here goes:

You have to admire Bill Livingston's guts in deliberately exposing his work to the critical eye of the entire model railroading fraternity, for there are undoubtedly many among us who will take particular delight in meeting so direct a challenge. The purist for example, who has all but dedicated his life to "100% scale," will fiendishly lick his chops as he reaches for the magnifying glass to count the rivets on the tender

Unfortunately, I wouldn't know a poppet valve if it went off in my face. The cliffs in the picture look pretty good to me and the addition of bell-cords to my own engines is a project I always seem to be putting off myself, so who am I to call the kettle black?

As a matter of fact, I like the picture. It has a nice "railroad-y" quality and blessedly avoids that "obviously-a-model" look. Even your first glance gives an immediate impression of movement and bustling activity. You can't help but sense motion and an air of things happening. Looking at this picture, you are asked to see what is going on rather than appraise the craftsmanship of the models or the accuracy with which they reproduce the real thing. Besides, that ore car in the upper left is lettered for the Gorre and Daphetid and is undoubtedly the work of that fine modeler and despiser of anachronisms, John Allen. Anyone who attempts to find flaws in work of **his** consistent high caliber, is far better equipped to split hairs than I am.

No, such quibbling is not for me, and my remarks will be directed to the action in the picture, which as I say ,is quite interesting. What for example, is actually happening? Since the two flatcars under the trestle are coupled to the **front** of the engine and since a caboose is not evident, I would imagine that this is a switching operation and the flat cars are headed to or from an industry located at the end of the spur and out of the picture. This must mean that the other train is occupying mainline track and is therefore a regularly scheduled operation and an important part of the ST&W's timetable. It is also apparent that one is waiting for the other to clear the turnout, but since we don't see the position of the points, the question arises, which one?

The photo supplies little evidence, but what little there is, leads me to conclude that it must be the switcher. The switcher's engineer is poking his head out of the cab, as though making sure that his cars are moving properly. If he were merely standing by while waiting for the mainliner to pass, would he not be looking at **it** instead? Probably even waving a friendly greeting to the other engineer as he passes? No, it is obviously the mainliner who is standing still while the switcher is in motion . . . which doesn't seem quite right to me.

It is of course quite common for a railroad to require the use of mainline trackage for switching purposes, but wouldn't a scheduled mainline train always have priority over a switching operation? Even a "backwoodsy old time" pike would not permit its mainline trains to be so delayed. If it's boo-boos we're hunting, this one seems quite valid to me.

However, before Bill Livingston produces several hundred equally valid reasons why an exception was warranted in this particular instance, let me bring these speculations to an end. I think the "On the Carpet" gimmick is a fine idea and should be a lot of good natured fun. Let's have more!

Clinging Vines

by John Boehner

HERE is a more or less standard combination freight, passenger station with tower that has been given a little different twist on the painting and detailing.

Lichen (the dark green kind is preferable, for contrast) is torn into shreds. The individual bits are then cemented to the sides of the station in formations resembling vine. Goo was used on this particular job since it is more tacky immediately upon release from the tube than are more conventional model cements. This is important only to the extent of neatness, wherein there might be a tendency for an acetate cement to drip before drying. The Goo would hold the lichen immediately upon contact.

Building In A Flower Pot

The photo shows that the building is set on a masonite base, which to me is important because of the fact that my own layout is semi-portable and I knew that it would have to be moved when I began construction. As a consequence, I built in a long flower box on the opposite side and extended the base all around just a little. When the station is reset, a little fine sand or ballast poured around the base of the station fixes it to the ground. A thin solution of dope-thinner applied with an eye dropper holds the sand or ballast firmly in place. By having the window box and base, I find the blending of building and scenery easier and more realistic.

A Bit Of Roof Detail

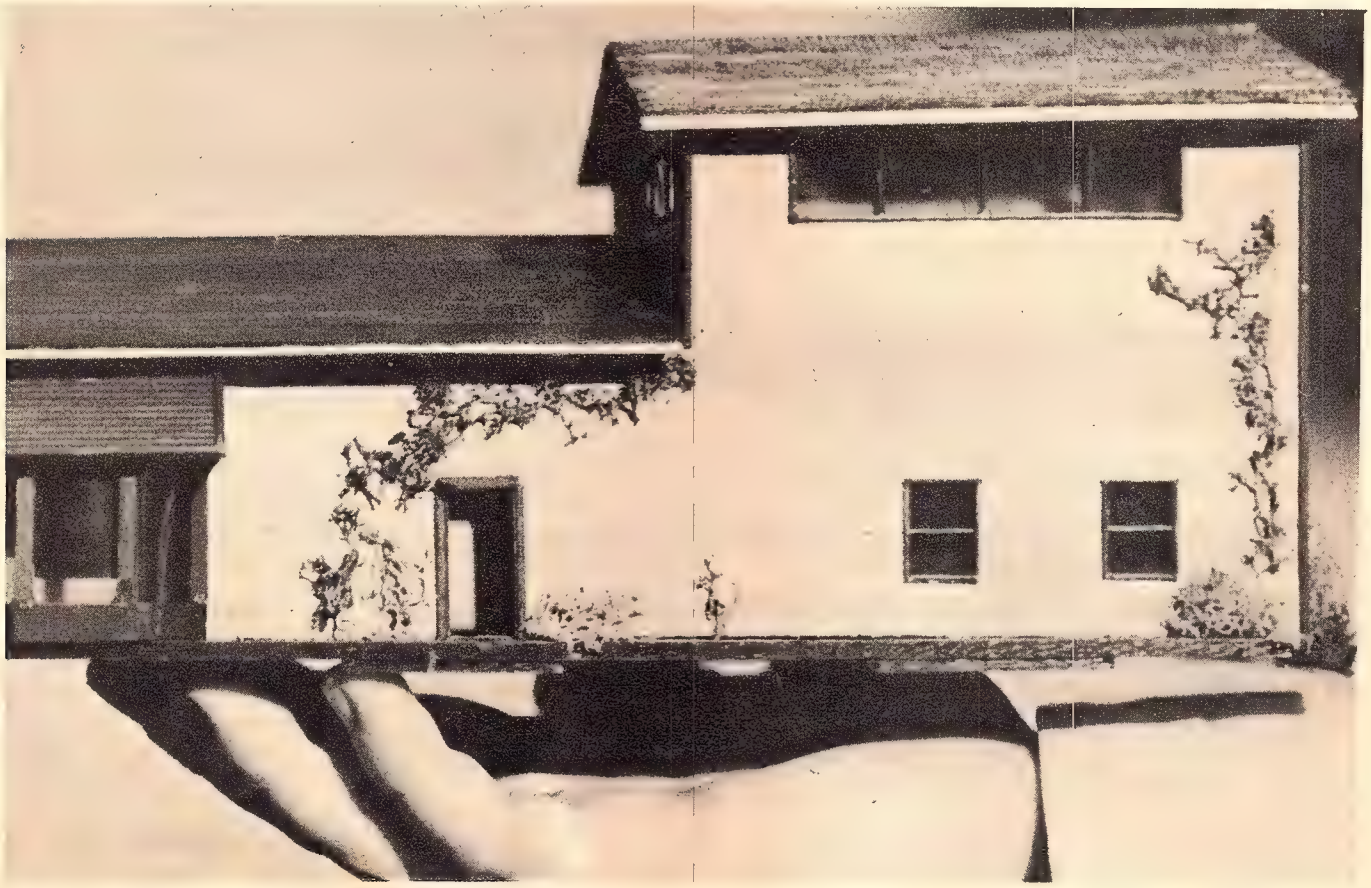
The roof of the structure is the only balsa wood used in the station. The many shingles were burned in with a small wood burning pencil, applying pressure so that the shingles are really scribed in. I've also used an X-Acto knife to cut in the board lengths on the sides of the station. All it takes is a little nick and it adds another bit of detail that catches the eye.

Windows

Windows are also a problem with many builders. The station here uses clear acetate, sources for which are many. Most hobby shops keep this in stock and a small sheet of the heavier gauge acetate will last for many buildings, especially in HO. The heavier stock is better since it doesn't have as much tendency to warp or buckle as does the thinner base. Camera fans have an acetate source all their own. Old film negatives are an excellent source of window material. If a sheet has even fogging all over it can often be used as is for special purposes. Otherwise remove the old emulsion by dipping the film in a hot water bath.

Acetate is very easy to cut. Just score it lightly with a modeler's knife and crack the film back. It will cut clean every time. Window frames can be indicated by scoring the film gently, and then filling in the crack with either thin paint or india ink applied with a ruling pen.

Lichen, torn to shreds, has been used to create the clinging vines shown in this model. Station has been painted orange to create the greatest possible contrast. Vine treatment is especially effective on older buildings, either wood or brick.

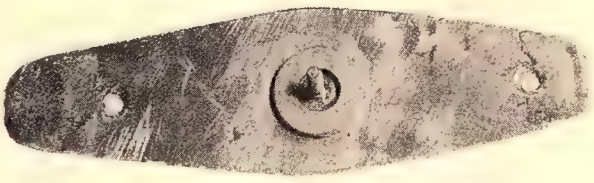


UNION PACIFIC GAS TURBINE B-B-B-B

by T. G. Richards

Part II of Two Parts—The Power Unit

Sixteen drivers, all powered, make this perhaps the most powerful HO single unit locomotive ever to turn a wheel. This month's concluding section tells you how to assemble the powered chassis.



Span bolster, of which two are required, to hold together the two pairs of trucks. Note how they must be cut and tapered to fit frame.

View showing two trucks joined together with span bolster shown in photo above. All four trucks are powered, the entire locomotive having 16 powered drivers, enough to handle 3% grades with 25 cars plus!

Oblique view of No. 2 end of the Union Pacific 270 ton GE turbine electric locomotive. Additional views of model and prototype appeared in March 1958 issue of RMC. Union Pacific has ordered more of these.

BY now you should have completed the superstructure for your Union Pacific Veranda Model Gas Turbine, which was presented in the March issue of **RAILROAD MODEL CRAFTSMAN.** That means you're now ready to plunge into the 16-wheel drive mechanism which probablly makes this the most powerful **single unit** HO engine, steam or diesel, that there is!

Hobbytown parts were used because of previous successful experience with their drives. Possibly there are other drives which will do as well, but after examining a gear box of a 1600 hp Alco kit which I had on hand, I found that I could get the 9' 4" axle spacings required and the replacable bearings appealed to me. Also, there was enough spare bearing surface in one end of the gear box to enable me to drill out a hole in one end which would permit the universal joint female fitting to be recessed into the gear box. This would almost make possible the prototype spacing of truck centers. I could also obtain the required 40" wheels from Hobbytown.

However, Hobbytown does not market any drive unit with all these required parts in one unit. I could have purchased a drive unit with replaceable bearings, proper axle spacings, but smaller wheels, for $6.00. It would cost another $2.00 for the 40" wheels. I bought the parts piece

by piece, and while it cost a little less I didn't end up with any spare wheels. I would recommend, therefore, purchasing four drive units, and the necessary eight sets of 40" wheels, plus side frames, etc.

One of the units should be equipped with a main drive shaft and gear, and the other three with auxiliary drive shafts. My model has metal side frames.

You will also need the spur gears, upper gear assembly, and upper gear box assembly. I tried the high speed gear assembly and discarded it in favor of the low speed gears which come with the Alco 1600 H.P. kit and the kit for the Globe Diesel (Part No. 64 and No. 88). They are perfect for the Pittman DC-80 motor and the 40" wheels. The model would not start easily with the high speed gears. Now it will crawl without faltering and reaches the maximum prototype speed of 65 mph easily with any load. The current draw is extremely low—around .5 amps at 6-9 volts.

I have not added any weight to the model, but would add a little in the forward end if the model is to be used to haul more than 25 cars up greater than 3% curving grades. I think the front gear box would have a tendency to lift from the torque of the motor shaft. There is plenty of room inside the model for any kind of weight.

I don't know what the maximum pulling power of the model is. I haven't got enough rolling stock or big enough pike to find out, and my pike is 12' x 15'.

Preparing the Gear Boxes

Countersink a ¼" clearance hole into each gear box at the end with the longest bearing surface. This is the end at which the hole for the gear box bearing or cover plate is drilled. The female portion of the universal joint fits into this recess providing a minimum space between the two gear boxes (four recesses in all).

Mine came out 2 scale feet apart, with about 1/16" between the female portions of the universal joints. The universal shaft is about 1¾ scale feet long.

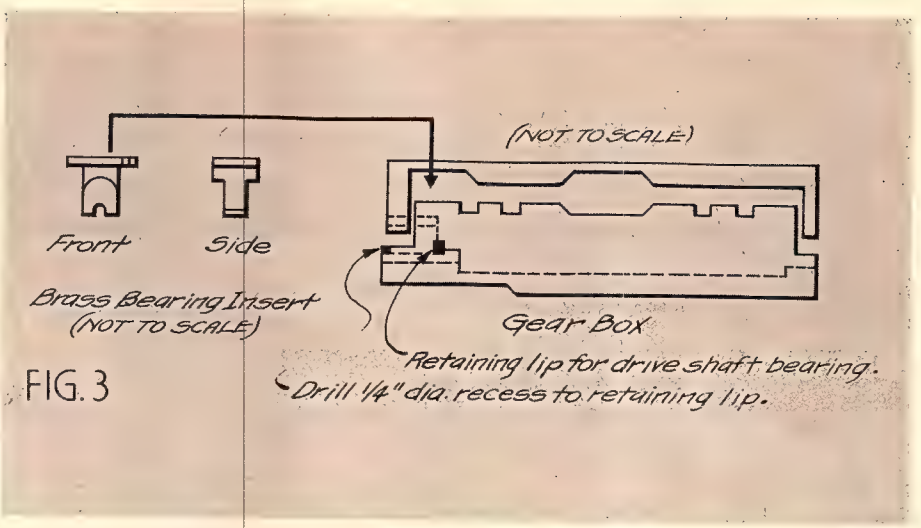


FIG. 3

Before drilling the recess in the end of the gear box, cut and fit a piece of 3/16" square brass slug into the shaft runway of the gear box and back it up lengthwise in the gear box with a piece of wood or metal so it won't slide toward the other end of the gear box when you drill. Between the top of this brass slug and the gear box cover plate, insert a thin square of brass sheet extending over the gear box walls. Be sure it clears the worm gear on the wheel axle. Drill a clearance hole through the proper side for the cover plate screw. Later solder this plate to the brass slug to hold it in place.

Screw the cover plate in place over the thin brass plate and the square brass slug. Clamp the gear box vertically in a vise. Drill right through the square shaft hole.

Now when you drill through the end of the gear box, you will still have a lower bearing surface left for the drive shaft, as the recess will not extend clear through the brass slug. This takes the place of the cover plate end bearing surface.

Do not drill far enough to destroy the retaining lips for the removable bronze shaft bearing. This is the most ticklish operation of the whole project. I used an electric hand drill and a fervent prayer on each gear box. The prayers were most effective as no mishaps occurred.

Slide the universal joint sleeve over the drive shaft and adjust its position until it will clear the inner end of the recess when the shaft is at its furthest point of end play.

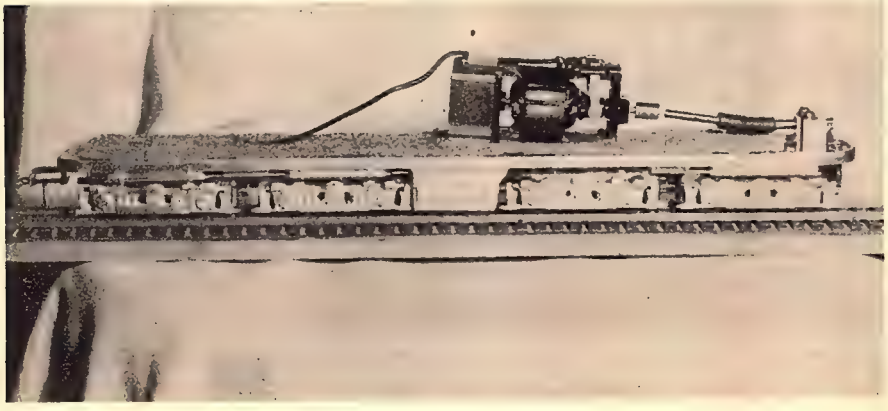
You will have to file off the head of the set screw when it is in place (after cutting off the excess end of the drive shaft). It is now on for keeps—I also

Author's model, below, is a husky HO brute with photoengraved sides. March issue told how these sides can be ordered especially for this model. March issue went into complete shell constructional details.

The profusion of handrails, vents, ladders, and other detail, gives the gas turbine a more powerful look than most diesels can boast. Styling is more like modern electric power, with G. E. styling.

Underside view of a pair of gearboxes interconnected with span bolster. Author's sideframes are all metal. Plastic is also good.

Underside of model gas-turbine shows all four power trucks connected and in place. Flexible tubing and universal joints do good job in transmitting power from motor with minimum loss due to friction.



soldered mine with a do or die determination. If I were doing it over, I would remove the set screw after soldering, then the sleeve can be removed for replacement or adjustment.

Altering the universal shaft is fun. Simply drill down through the ball end with a drill the same size as the shaft (No. 56). The ball then has a hole in it which enables it to be pushed back on the shaft (and rotated 90°) until it is the right length. Solder it on the shaft side so as not to get solder on the ball joint.

Be sure to break in each gear box with the wheels and drive shaft in place **before** connecting any two with the universal joints!

Connect two of the gear boxes together with a universal shaft and measure the distance between the pivot screw holes on top of the gear box. This will be the spacing between the holes to be drilled in the span bolster to receive the gear box pivot screw. It is a critical measurement as there must be just enough play so the universal ball joints don't bind in their sockets.

The span bolsters are shaped to fit into the frame and tapered at the ends to prevent shorting on the frame when they pivot. A hole is drilled in the center of the span bolster to clear a 2-56 bolt which also passes through a plastic bushing in the floor. A nut secures the bolt. Thus no part of the frame is hot as leads from the two motor brushes go to the respective 2-56 bolts which extend through the plastic bushing. Two trucks are positive—two are negative. Washers are used between the gear boxes and span bolsters and between the span bolsters and frame floor to provide ample fore and aft rocking of the trucks. (This is a plenty long piece of equipment!) See fig. 6.

I also found it necessary to solder a small stop about one half inch long

on the outboard edge of the span bolsters to restrict the swing of the gear boxes when the engine is lifted off the track. Otherwise the universal shafts will fall out of their sockets.

The inboard gear box mechanisms are connected by a single ended universal joint. The plain end of the shaft is inserted into a piece of neoprene tubing which is slipped over the drive shaft extending through the opposite gear box. This method holds the universal joint in place at all times, is extremely flexible and provides ample play for sharp curves.

The six air tanks can be cut from bar brass, ends rounded and soldered to the bottom of the frame. I recessed the support straps in the outside frame edge so as not to obstruct the body from fitting over the frame.

The model should be spray painted before installing window material, headlight, and mars lights. I cut out the two mars light holes to match a Tenshodo plastic insert which can be obtained from Pacific Fast Mail. I also used their green classification light inserts which plug into drilled out openings in the nose.

The rear platform can be made up easily from the plans—I used Kemtron's Safety Tread for the platform floor and also for the small walkaround on the pilot.

The pilot measurements can be taken off of the plans without much difficulty. The height above the rail head will have to be adjusted by trial.

Leave enough excess material both on top and bottom of the pilot and measure the required distance with calipers after setting the model on the track. For this reason make up the pilot last.

Both the rear platform and pilot are soldered to the body and not to the frame. This makes frame and motor easily removed as one unit.

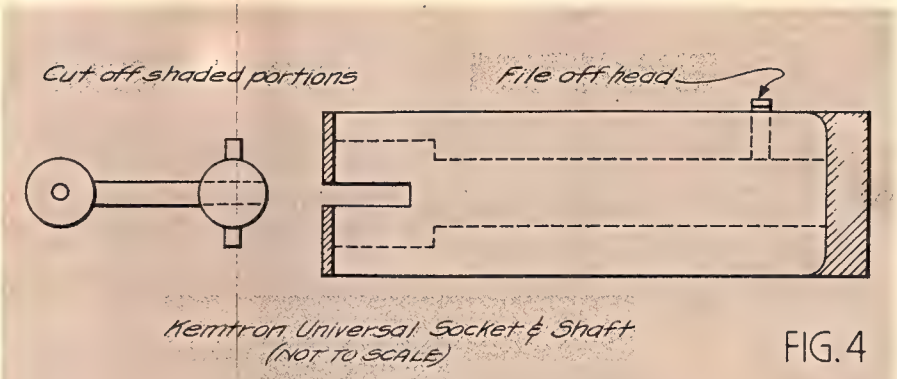
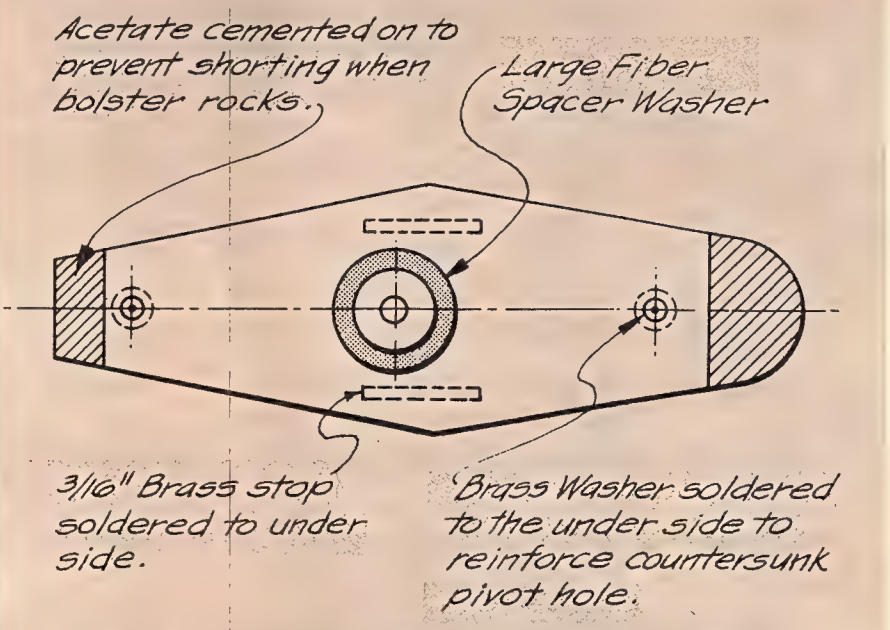


FIG. 4


Acetate cemented on to prevent shorting when bolster rocks.
Large Fiber Spacer Washer
3/16" Brass stop soldered to under side.
Brass Washer soldered to the under side to reinforce countersunk pivot hole.

Top View ~ Actual Size ~ Matl. : 1/16" bronze

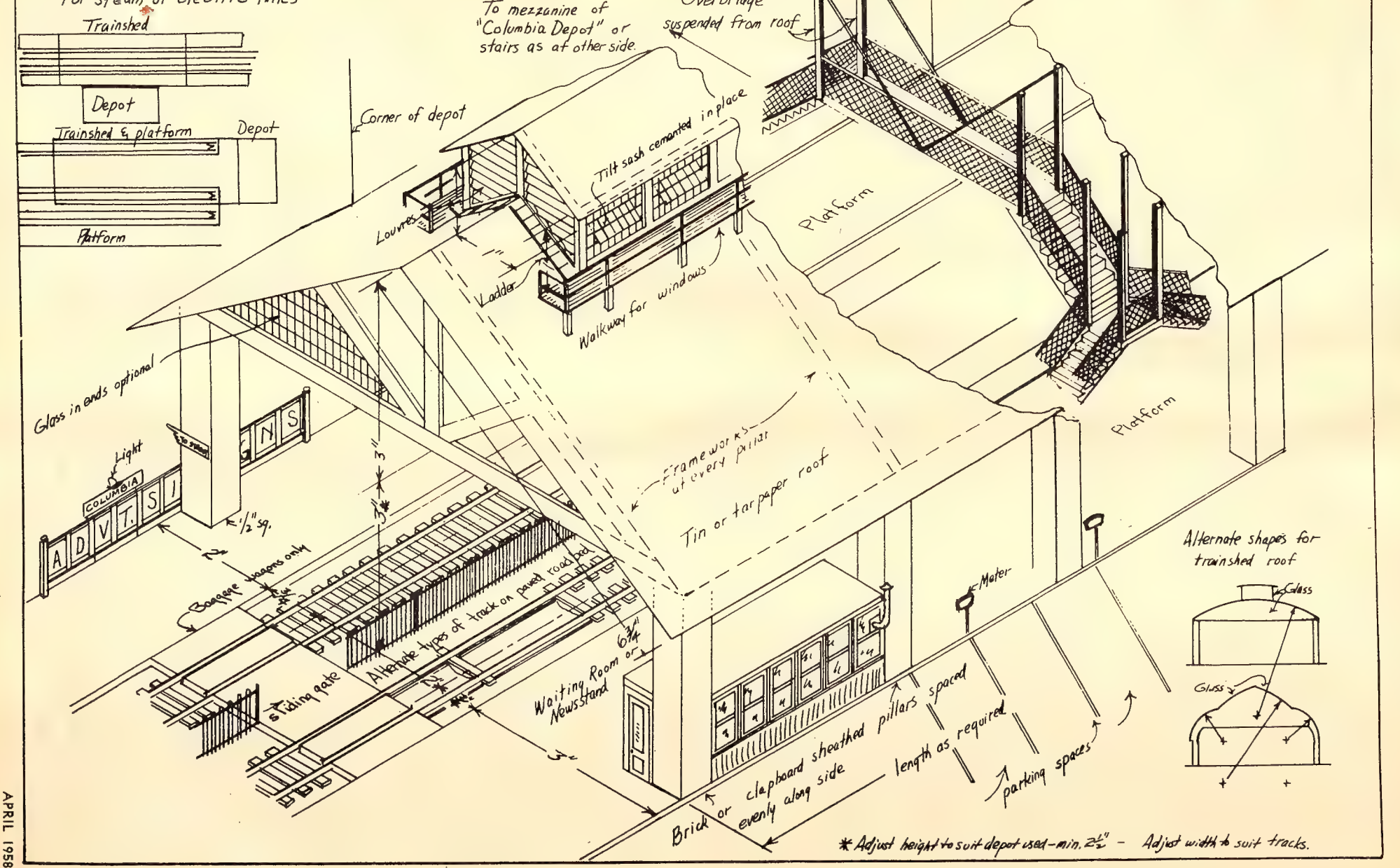
Front Span Bolster

FIG. 6

Large size wooden mockup of General Electric diesel shows details perhaps more clearly than do other views. Turbines are used in heavy frt.

"COLUMBIA TRAINSHED"

for steam or electric lines



COLUMBIA TRAINSHED

by John Kemp

Train sheds are getting scarcer but at one time they could be found in most of the larger cities. Try building an unusual model for your layout that will become the focal point of the railroad.

ALL too seldom modeled on a railroad system is a trainshed of any kind. A few modern type sheds with flat arch roofs have been on the market for some time, suitable for modern railroad systems, but we have noticed very few of them on the hundreds of model pikes we see for real and in photos. There seems to be a need for a semi-old time train shed such as might have been built in the late years of the last century or the early years of this century. Such a structure is the Columbia Trainshed designed to go in back of the Columbia depot which was drawn up in the February 1958 issue of RMC, although suitable for other stations as well.

The upper left corner of the drawing shows two different trainshed situations—the track run through, behind the depot building, or they stub-end up against the building. We take it for granted that they are all on the same level, but actually a trainshed can be at a higher or lower level than the station building, either as a result of difference in grades that is natural, or as a result of a track relocation project after the shed and depot were originally erected.

While one set of dimensions have been given on the Columbia Trainshed plan, actually you will have to design your shed to suit your own particular needs as to width and length. We show only two tracks going through the shed, with platforms on each side. A wider shed could have more platforms of course, or, you could get three tracks on 2" centers inside this particular shed if you paved over the whole area between tracks and rails with brick or timber. This was frequently done, but of course trains could not pass on the tracks near the station while other trains were loading or unloading on the tracks farthest from the station.

Once the tracks and platforms have established the width of the trainshed you will build, the length is usually up to you. It may be just as long as the depot building, or, as shown, may project on either end of it. It is best not to build a model trainshed too long since derailments and stalls will occur under it, and scenery will need maintenance and dusting. A very big trainshed **has** to be lift-up-able.

The peaked roof as drawn is easiest to build, and, when equipped with windowed or louvred clerestory as this one is, rather attractive. However two alternate shapes for trainshed roofs are shown, and you can make a semi-circular (or nearly so) glassed arch roof.

Posts should be located opposite each other, spaced evenly along the length of the shed. When the shed is put against the rear of a depot building, it may be supported on that side by brackets on the side of the building if desired. Heavy timber frameworks in a general "A" shape should be located between each pair of pillars, although it is customary on model trainsheds to have the two end ones only, plus perhaps one other rough one to maintain the shape of the roof.

The clerestory usually does not come to the end of the main roof. Its ends may be solid, louvred, or windowed. I show windows only on the sides with tilting sections cemented in the tilt position. A walkway around the sides of the clerestory provides access to these windows for opening, for cleaning, and for fire protection.

To keep passengers from straying on the track, a pedestrian subway should be "dug" under the tracks or an overbridge provided within the shed. Our trainshed has the interior bridge, one end of which leads to the open mezzanine of Columbia Depot, if that is used, and thence by the stairway in the open part of that building, to the street. Of course a stairway similar to that on the right may be put on the left side too. I have not shown this stairway in detail since its exact specifications will depend on the height of the bridge, height of the roof, height of stair risers, etc. Notice that instead of being supported by posts from the ground, it is suspended from the roof trusses, giving a clear passage underneath for passengers.

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The supply of back issues of TOY TRAINS is rapidly being depleted. Here's an excellent opportunity to build up your model railroad library while the supply lasts. Each issue is packed with articles on tinplate, collecting, with many articles also suitable for scale use. Here are articles by Ellison, Corrick, Schopp, and many other favorites.

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a super railroad . . .

The Belvidere & Delta RR

THE Bel-Del HO Railroad of Dr. R. K. Underman has been previously written up and pictured in Railroad Model Craftsman. When the doc sought new HO worlds to conquer, he sought the assistance of the **Layout Doctor,** with some pretty definite ideas of what he wanted in a layout, and between them they "whomped" up the super railroad shown this month.

One of the definite ideas that Doctor Underman had was for separate double tracked freight and passenger lines. Not very railroadlike (although some prototype examples could be cited) but a boon to good operation in that trains could be left made up and even stored on the main lines when the layout was not being used. This also let him have plenty of movement with a minimum of four trains at one time circling the two passenger and two freight lines. In addition to this the Layout Doc added his favorite, a yard lead oval so that another train could be switching in the freight yards, or circling the distorted oval. The yard lead oval also served as a connecting route in both directions between freight and passenger lines. To top the whole thing off, there was a branch line which connected with both freight and passenger routes.

Among the other desires of Doc Underman was the inclusion of a few double slipswitches at accessible spots, just to show what he could do with HO trackwork. In redrawing the plan for possible use or inspiration of other modelers, we "filtered out" the slipswitches not only because they are not available commercially, but because at best they are troublesome and certainly not suitable for installation at the neck of a yard throat where they **have** to work or tie up the railroad. In case you like slipswitches in spite of what I say, I have drawn opposite each freight yard throat how slipswitches could be used to replace the string of crossovers. Obviously slipswitches would give you longer yard tracks and more storage space, but I'm still agin' 'em; in addition, the fact that they would be on bridges would make location of the switch motors difficult, although not impossible. (Crossovers on bridges can be made from Custom-Line switches with close-mounted switch motors).

Another specification was for double ended freight yards so that entire trains could be pulled in and stored, later pulled out again. In eliminating the slipswitches at the yard throats, I didn't have quite enough space for the upper yard ladder, so had to stub-end three of the tracks. A modeler interested in economy might well eliminate the entire upper ladder and stub-end all or all but one of the yard tracks. Passenger trains can be stored on the terminal tracks or broken up and stored on the coach storage tracks at far right. Obviously passenger train switching when done would be done at far right, while freight switching would be done largely at the lower left.

Access of locomotives to enginehouse from freight yard is obvious. From passenger terminal, engines can either go **up** the steep (4%) "down only" to the yard lead oval and thence up to the roundhouse, or, if they are too big or too weak for this grade, they can run up the "branch to passenger line" tunnel track to just past River Jct. station, then back up the "branch to freight line" track to the yard lead oval and thence to the roundhouse. With more space or more ambition, a separate passenger turntable and roundhouse set-up could be made at far lower left or far upper right.

The railroad can be very simple electrically if rail gaps (insulated rail joiners used these days) and power feeders are located where shown. There need be only one power pack A for the inner passenger line, another B for the outer passenger line; then a third pack C for the yard lead oval and freight yard; fourth and fifth packs D and E for the two freight lines, and a sixth for the branch line F. Actually right reverse loop section G could be controlled by C, the yard lead oval, and may even be part of it if you don't want to store trains in the long tunnel.

To enable one to run more than one train on one track at the same time, each oval has been broken up into at least four sections which are numbered after the letters. These can all be wired in parallel to the power pack of that letter, and can be fed from it (1) directly, giving no special control; (2) via SPST toggles, giving stop and go control, but not speed; (3) via DPDT switches with or without rheostats for speed control, giving directional control in each block; or (4) via automatic signalling and train control relays such as Tru-Scales, Perma-Craft, and several other makes.

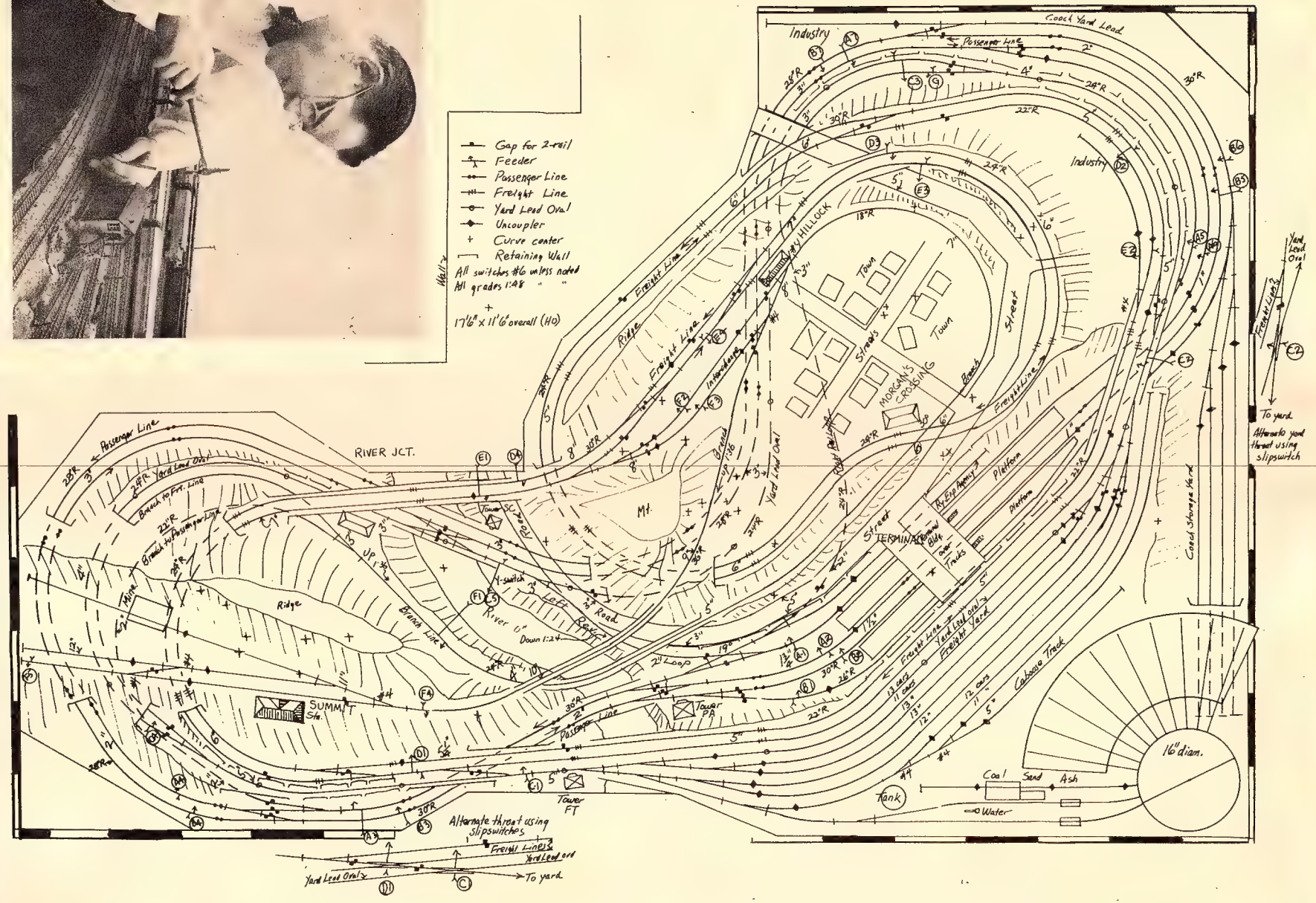
The automatic signalling and train control angle on such a pike would be very interesting, since each of the four main tracks except in certain locales is one-way, which makes signalling easier. Alternately, on the freight line, the pair of crossovers at the back could be utilized along with the two at the yard exits to give two-directional running on each track. Just like Centralized Traffic Control which for instance lets the New York Central get as much traffic on the two bi-directional tracks as they used to have on four tracks!

What's wrong with this layout? It certainly is a lot of railroad, a lot of track in a somewhat restricted space, which may be exactly what you want. It is not designed for single track, peddler freight operation, but for continuous running of long trains. In fact there are only two "industrial" sidings on the main lines, which might well be changed to switcher pockets if not eliminated entirely. If more such sidings were needed, the corners of the layout now cut off might be utilized.

I always warn every correspondent or reader who craves to build the big model railroad "to end all model railroads" that he will encounter a terrific maintenance problem which will take more than all of his time and spoil his fun (which may have been

Whether we have space, time, or money enough to build them or not; the Super Railroad is always a source of inspiration and ideas. This month's layout actually was constructed and put into operation. It's over 11x17 feet.

The original Belvidere & Delta RR, forerunner of this month's giant, was written up with pictures in the April 1953 issue of RMC. Shortly after dismantling the layout described in this month's text, Dr. R. K. Undermann, D.D.S., passed away from a heart condition. Ed.


Gap for 2-rail
Feeder
Passenger Line
Freight Line
Yard Lead Oval
Uncoupler
Curve center
Retaining Wall
All switches #6 unless noted
All grades 1:48 " "
17'6" x 11'6" overall (HO)
Industry
Coach Yard Lead
Passenger Line
Freight Line
Ridge
Intersecting
Branch
Yard Lead Out
Town
Streets
Street
MORGAN'S CROSSING
Branch
Freight Line
Platform
Ry Exp Agency
Baggage
Express
Tracks
TERMINAL
Coal Storage Yard
Yard Lead Oval
To yard
Alternate to yard throat using slipswitch
RIVER JCT.
Passenger Line
Yard Lead Oval
Branch to Frt. Line
Branch to Passenger Line
Ridge
Mt.
Branch Line
Road
Left
River
Down 1:24
2% Loop
SUMMIT
Sta.
Tower PA
Tower FT
Passenger Line
Alternate throat using slipswitches
Freight Lines
Yard Lead out
Yard Lead Ovals
To yard
Freight Line
Yard Lead Oval
Freight Yard
Caboose Track
16" diam.
Coal
Sand
Ash
Tank
Water

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PENN PUBLICATIONS, INC. **458**

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Ramsey, N. J.

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Here's my order for a subscription to Railroad Model Craftsman. Enclosed is ☐ $12.00 for three years; ☐ $9.00 for two years; ☐ $5.00 for one year. This is a new subscription ☐; this is a renewal ☐. Send copies of the magazine each month as it is issued to:

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why Doc Underman switched to O gauge!). Switch controls get out of adjustment due to wear and tear as well as expansion and contraction, although this is minimized with Custom-Line switches with the closely mounted motors. Even the best laid or commercial track develops warpages, angular joints, high spikes, etc. Cars and locomotives must be maintained. A surprise inspection of almost any large pike would undoubtedly show at least half the cars not in active use because of truck and coupler troubles alone (not to mention missing ladders, brakewheels, etc.) and probably half the locos needing backshop treatment, only one or two "faithful steeds" doing most of the work.

Worst of all in maintenance is the problem of dirty track. After even a few days non-use, any track, main or siding, will give erratic pickup of electricity for an engine, and after a few more days will be impassable. Constant operation, at least a few circuits a day, over **all** tracks is the only answer to the film of dirt and oxidation that collects on the rails. Sure, you can run a track cleaning car around, or sandpaper the tops of the rails, but on a pike of this magnitude, that is a whale of a lot of cleaning to do very often.

The builder of one huge HO layout designed by the writer, was warned that the bugaboo would be maintenance. After four or five years, he now is ready to admit that I am correct on that point. In fact, he has even taken the drastic step of ripping out all of his **brass** rail and switches and replacing same with the new nickel-silver rail and switches which are said not to collect grime and oxidation the same as brass. He swears that there is less cleaning and better operation. Anyone contemplating a large layout might well investigate nickel-silver rail and switches. We hope to have a more detailed report on this later.

However, the Bel-Del layout presented here is designed to **help** minimize maintenance troubles. Notice that all switches are reachable from the edges, all of which are open. It might be further simplified not only by stub-ending the double-ended freight yard as mentioned, but by eliminating crossovers and interchange tracks at the back at Hillock. Withal, for "operation" there would need to be two engineers, one at lower left, another at upper right.

This layout could be improved considerably if the left wing of the L could be made longer, and possibly wider, but you can't always have everything. No prints of this plan are available to readers who would be interested. However, you can take a pencil and continue the foot by foot tick marks around the edges all the way across the plan making a grid-iron, then, if desired, having the whole plan photostated up to perhaps 1½" scale.

RAILROAD MODEL CRAFTSMAN

SPRING BACK ISSUE CLEARANCE SALE

HERE is the latest complete listing of all available back issues of RAILROAD MODEL CRAFTSMAN.† Here is a wealth of material to help solve every model railroad problem. These issues are loaded with data on layout design, car and locomotive construction, drawings, pictures, and more. A number of issues thought to be out of stock are relisted, as we found a number of fresh copies recently in moving. Others are now out of print entirely and have been dropped. Others listed here are in very short supply. We suggest therefore that you give second and third choices, since the supply of all back copies is limited.

†NOTE: Issues dated earlier than April 1948 contain material on other model building hobbies in addition to model railroading.

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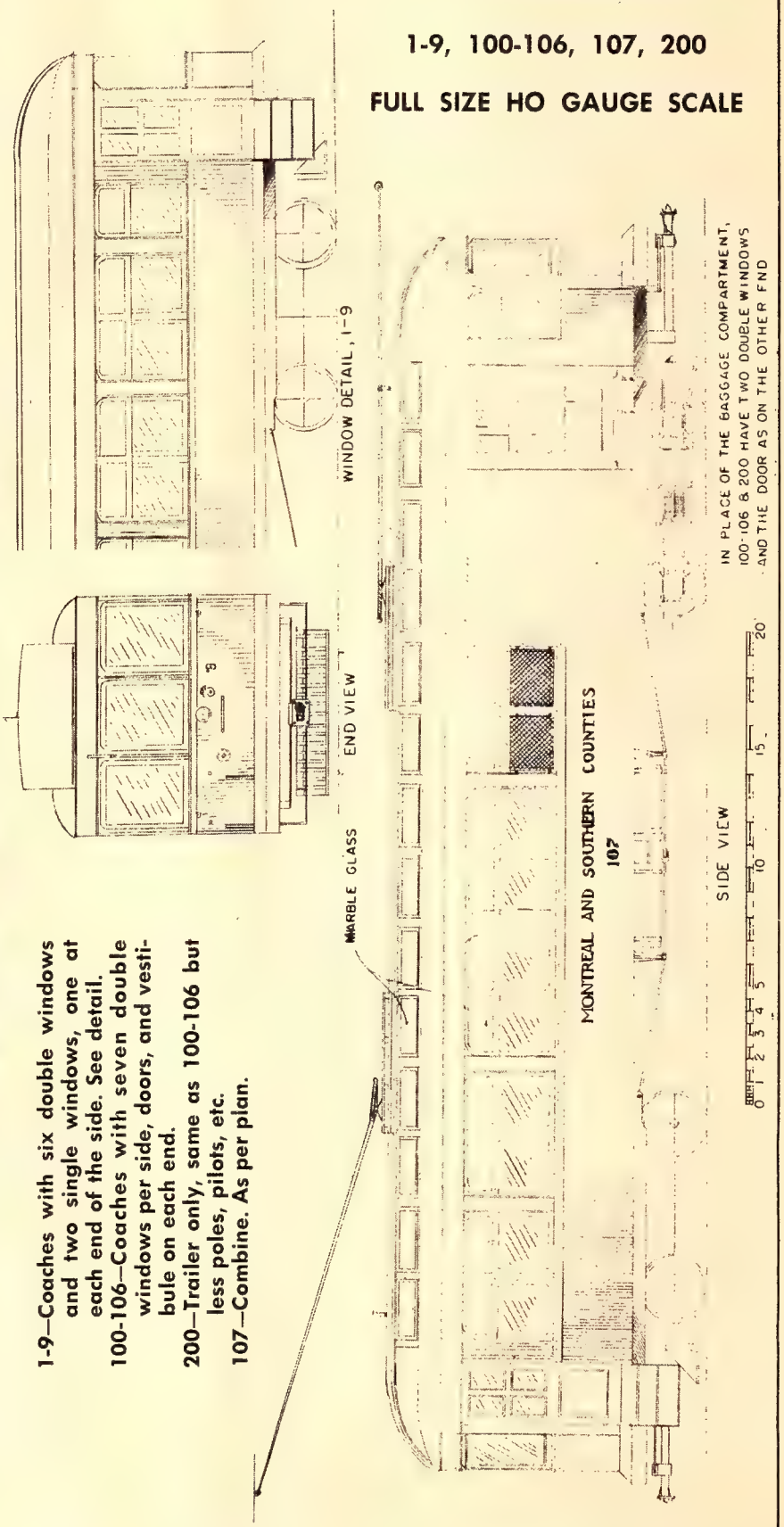
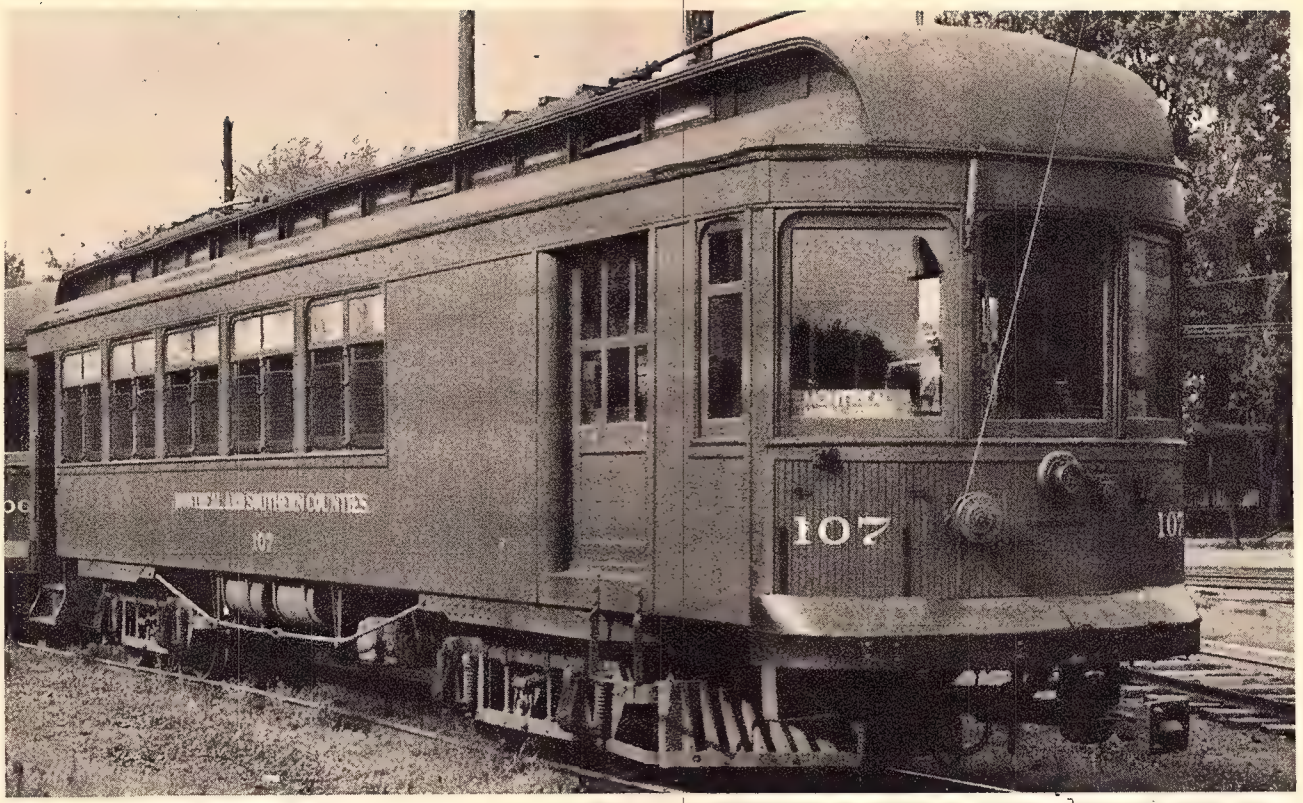
LIGHT INTERURBANS

1-9, 100-106, 107, 200

FULL SIZE HO GAUGE SCALE


WINDOW DETAIL, 1-9
END VIEW
MARBLE GLASS
MONTREAL AND SOUTHERN COUNTIES
107
SIDE VIEW
IN PLACE OF THE BAGGAGE COMPARTMENT, 100-106 & 200 HAVE TWO DOUBLE WINDOWS AND THE DOOR AS ON THE OTHER END
0 1 2 3 4 5 10 15 20

1-9—Coaches with six double windows and two single windows, one at each end of the side. See detail.
100-106—Coaches with seven double windows per side, doors, and vestibule on each end.
200—Trailer only, same as 100-106 but less poles, pilots, etc.
107—Combine. As per plan.



The dark green Montreal & Southern Counties cars were a familiar sight to Montrealers for many years. Low, despite their full railroad coach width; the wooden cars packed in plenty of traction glamour.

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TEST TRACK

Outside Braced Caboose Kit, HO, $5.10
Ambroid Co.
Box 30
Weymouth, Mass.

Number three in the new series of Ambroid collector kits is a beautiful outside braced N. C. & St. L. caboose having almost 100% all wood construction. It certainly is not a kit for those liking quickie assembly because this job will take at least several evenings. The finished result is an unusually rewarding model with amazing detail.

The wood parts are precision machined by Northeastern and except for certain small stripwood pieces, are all cut to the exact length required. Included in this kit are a pair of Silver Streak trucks with brass wheels and a pair of the new six-way Kemtron-PFM coupler pockets. This is the new pocket that will accept virtually any HO coupler now on the market. (See Test Track, Pg. 51, Feb. '58 RMC). Plans are clear and precise. The car assembles easily although time is required.

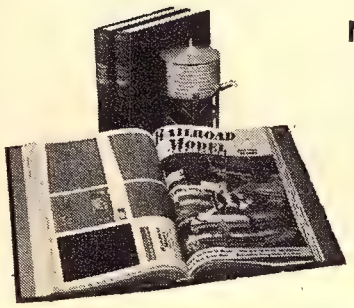
Since only 5000 of these kits will be made available, with no re-runs; modelers wanting the kit should place an order with their dealer, if he has not already received his quota. Delivery expected during February. The Test Track model was a pre-release kit and we can recommend it highly.

Background Scenery Panel
Craft Construction Company
1136 N. E. Siskiyou St.
Portland 12, Ore.

The new Cracon background scenery panels contain some of the most realistic scenery which we've ever seen offered commercially, although the price is also somewhat higher for obvious reasons. Cracon has come up with a result which closely approximates hand commissioned art work. Made in panels measuring 3' x 6', the panels are long enough so that the joints are barely noticeable. Joints match each other so that many may be joined.

Cracon scenery is oil painted on canvas by a hand process (not silk screen) in a carefully subdued manner that has the effect of distance. The actual scenery is that of mountains and expanse. No buildings, roads, or other handiwork of man is evident in the painting.

Having just seen a layout in which the background is being done by a commercial artist, at commercial rates,



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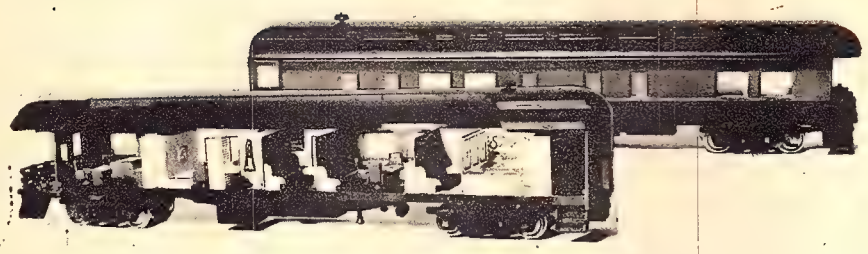

we can recommend these to anyone who wants something better for a background scenery. The Cracon scenes are designed by Ron Wicke, Westcoast artist and model rail.

Executive Car, HO, $4.50
Wm. K. Walthers, Inc.
241 E. Erie St.
Milwaukee 2, Wis.

Was it last month that we were lamenting the scarcity of standard type passenger cars in HO and O gauge these days? A knock at the hotel door at the trade show in Chicago recently brought in Bruce and Bill Walthers who promptly shoved a brand new Walthers 7800 series car into our hands. This new series (called their Silver Anniversary Line) represents a considerable degree of difference from previous Walthers passenger kits (still available). Most obvious difference is the new roof section. For years Walthers cars were most easily distinguished from J-C cars because of the difference in roof height. The Walthers cars equipped with monitor type roof have always measured from 1/16-1/8" lower than comparable J-C cars. Strangely, the Walthers cars have been made to scale and we presume that J-C cars are likewise. There is considerable variation in roof design. Nevertheless, many modelers have long felt that the variation in height did not lend itself to prototype realism, especially where the cars were mixed in the same train with the same road names.

Walthers now has a new roof section that matches the J-C roof, although the old roof is still offered for those who prefer the lower contour. The new cars are also chosen from shorter style prototypes, rather than by shortening full length cars.

The No. 7808 Executive car is one of the new series. Sides are stamped metal with very delicately punched rivet detail. The new sides do not have the flap on the bottom edge although there is a lip on top for strength. Goo is used to secure sides to floor section. Previously, the metal sides have had a flap on bottom which required that the sides be screwed underneath.

The roof also now has a beaded edge (in both new high style and old low style). The floor and all wood parts are cleanly cut from basswood; the floor also being imprinted with the exact location of interior detail parts.

Another innovation is in the installation of the air conditioning duct. This wooden part previously has had a feathered edge and fit up snugly against the wood roof. The new duct strip required that the roof beading and a part of the roof overhang be cut away. The old style strip was difficult to manufacture and often broke during shipment and use.

Castings are clean, typical of the new castings coming from Walthers. Detail is very fine. Zamac parts are oxidized black. The observation platform also has been given additional strength through use of a zamac platform to which is attached a pair of zamac steps and a coupler pocket.

Prototype is the Canadian Pacific car "British Columbia." It'll take a 22 inch minimum radius. While it could be used in revenue service to end off any mainline train, it is actually a business car which accounts for its shorter length. In operation it could be run behind any passenger train.

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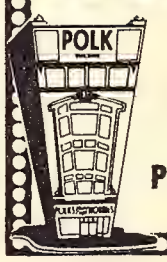

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Sign of the times . . .

Used to be . . . when a shopper wanted something, he or she went to their nearest general store. Wasn't much of a selection. The fellow behind the counter didn't have a big variety of any one thing. Oh, he had lots of merchandise but not much of a selection. Today, seems as though you need a consultant to buy any **one item**—there's **so much** of a selection. It's one of the big reasons **hobbyists** (as an example) **look** for the **Hobby Industry Association of America emblem** on a hobby shop window or displayed on the counter of a hobby department. That emblem kind-of tells a buyer, here's a fellow that can **help you** with your **selection** . . . that knows his merchandise . . . and by gum, can even show you how the models run. Yes sir, today's sign of the times for **smart** hobbyists is the **HIAA emblem.** Look for it the next time you shop hobbies.

HOBBY INDUSTRY ASSOCIATION OF AMERICA, INC.

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KIngsley 5-4433

Interior Detail Kit, $1.45
William K. Walthers, Inc.
231 E. Erie St.
Milwaukee 2, Wis.

To finish up the Executive Car kit, Walthers has also issued an interior detailing kit (No. U-702), consisting of a polyethelene bag containing an assortment of wood, cast metal, and printed parts. These parts are cemented to the spots indicated on the car floor (preprinted by the manufacturer). Cardboard walls with details such as maps, towels, pictures, and the like, are ready to cut out and cement inside the card. Complete, easy to follow directions are included. This interior kit is a must to finish up the Executive car.

A super detail kit is also available for the Executive Car, along with the optional air conditioning strip, and the optional low roof. No doubt most modelers would want the interior kit, and the super detail kit. There are modelers who like the air conditioning strip for modernity; our own preference is to use the ventilators from the super detail kit (75c U-703). The Executive Car with the two extra detail kits is an excellent example of the new type of HO Craftsman kits now being made available in this day of plastics. See your dealer or direct.

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TROUBLE

Searchlight Cars

Q. Are there any such animals as real searchlight cars on real railroads? I have never seen one and railroad men I talk to have not either. I would like to run one, but if it isn't prototype, I would prefer not to.

A. We know of no real searchlight cars such as are sold for model and other miniature railroads. Much smaller flood-lights are usually used where extra light is required. However, many years ago the Niagara Gorge Railroad, a scenic trolley line, did have a four wheeled searchlight trolley which preceded regular night trips through the Gorge to spotlight the scenic wonders which otherwise would not have been visible. It's your railroad and if you want to run a searchlight car, scenery or no scenery, go right ahead and do it.

Water Tanks

Q. I have been told that water tanks are out of place on an all-diesel model railroad. I have a water tank and think it makes a fine piece of scenery, but would like to keep it if it is allowable. What is your idea?

A. Perhaps your road has not completely dieselized, even though the division that you are modeling is. Occasionally a steamer may be expected in rush season service from another division, hence the water facilities are kept for such emergency use. Or maybe your all-diesel line just hasn't gotten around to tearing it down as yet. Or maybe the water is also used for some other purpose, such as filling the president's swimming pool or providing fire protection for the roundhouse. Real railroads had many more water tanks than coaling, ash handling, and sanding points so that you do not have to have the whole works every place there is a tank.

Big Layouts

Q. I have just started in HO and would like to build a layout in my cellar which measures 20 x 50 feet. Would you please recommend such a plan from back issues of your fine magazine and give me any other advice that you can.

A. This is typical of quite a few letters we receive. And the best advice we can give is **don't do it.** The Layout Doctor has from time to time printed plans for oversize model pikes in HO, but almost always with certain qualifications. The trouble with a big layout, except for club or group operation and construction, is that even after it is completed, if it ever is, maintenance presents a terrific problem. Switch machines do get out of adjustment, track gets dirty, track

SHOOTING

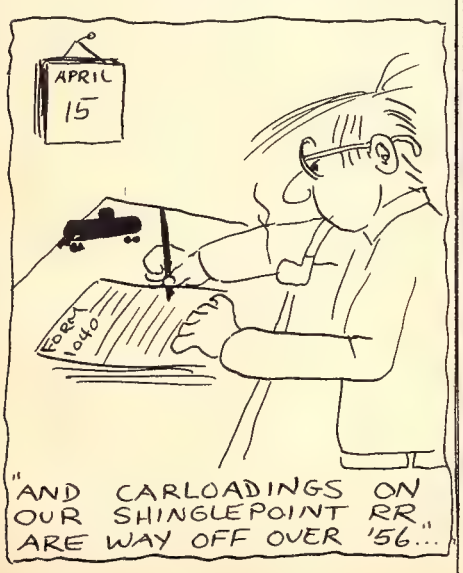
warps, short and open circuits develop, and odd feedbacks occur. On top of that is maintenance of engines and cars and wiring, not to mention scenery. Without printing a special plan for you, we'd say have one fairly complicated yard area, with factories, etc., in the best part of this big cellar, then loop the main line—one, two, three, or four tracks — around the whole cellar with no switches away from the yard area.

We have known several railroaders with plenty of experience who have gone "hog wild" on the super HO layout to end all super HO layouts. And the old maintenance bugaboo has caught them all so that they think either of reducing the size of the pike or eliminating some of the switches. It is a little different proposition for a club or a group since one man can be assigned to each task, either with assistants as required, or on a basis of responsibility for one section or one type of work.

Grades

Q. I have been studying layout plans in your back issues preparatory to building my own pike and find that all of your plans have such grades as 1" rise in 48", 1" rise in 36", etc., which work out to decimals of percents when converted to amount of rise in 100 ft. Why not make your plans more like real railroading and list the grades actually by percent and make them even.

A. Real railroad grades are seldom if ever exactly at 2% or 3% but are a decimal or so above or below such integers, varying mile by mile as the contour of the land permits. Since our model railroad layouts are designed as such, we try to make the grades easier for modelers to build. A grade of 1" in 48" is 2" in 96", mighty close to 2" in 100" or 2% and we feel justified in calling it that. 1" in 48" works out nicely as a maximum grade for main lines and is easy to build since it calls for a quarter inch rise in each foot, not some impossible fraction that is just close to that. We call 1" in 36" rise 3%, although if you'd figure it out it is a little less. It is fine for branch lines and short main lines and calls for ¼" rise per 9" of track. In many of our plans you can revise the grades if you want to make them work out even per 100' or 100".



Extra Trolley Poles

Q. On some photos of trolley cars the front pole is turned around and hooked down against the roof, the same way as the back one. What is the point of this procedure.

A. The cars you refer to were single end and were controlled only from the front and so would need a pole only at the back. However to prevent a car from stalling out on the line with a bent or broken pole, some roads installed a front pole, but hooked it down toward the back. This way if it would break loose, it would not catch in the overhead. Yet it would be available for use if needed: it would be put up by the conductor who would climb the steps on the side to the roof. Some lines carried only a spare pole (no base with springs) fastened to the side of the roof.

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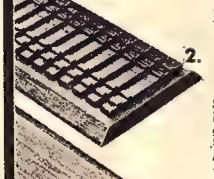

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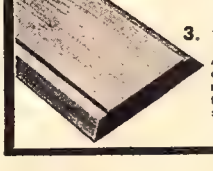

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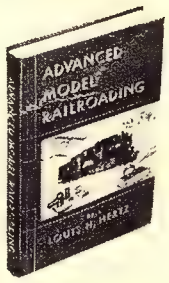

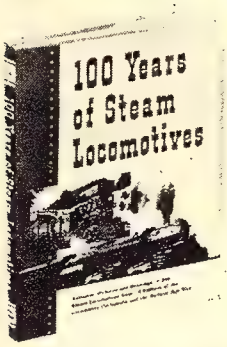

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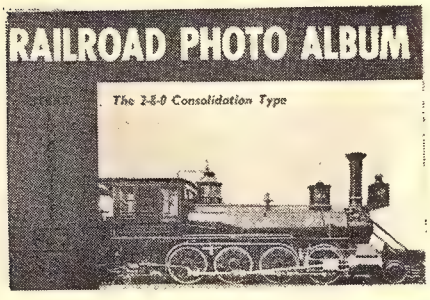

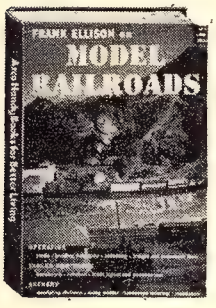

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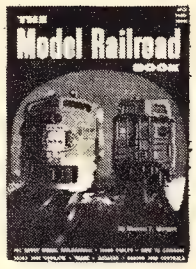

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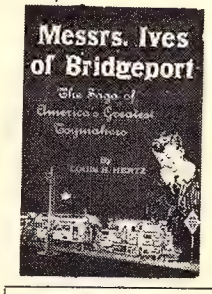

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NMRA Coupler Compatibility

Q. Would you tell me if all makes of NMRA couplers will couple together? What is the best make? I would appreciate any help you can give concerning this problem.

A. All couplers designated as NMRA couplers are supposedly made to certain specifications and should work together. The NMRA calls this particular design the X-2F. In practice, variations in materials used (nylon, lead, copper, zamac, and assorted plastics) result in varying degrees of success in automatic coupling and uncoupling due to uneven spring temper and other factors. Despite all this, the couplers do interchange and it is difficult recommending any one best make for you. Incidentally, from reports we hear; it apparently has not dawned on many new hobbyists that small washers placed between truck and car body can often eliminate problems in varying coupler heights. Naturally this remedy is of no use with truck-mounted couplers.

Coupler Flange

Q. Why can't flanges on model equipment be made larger in the interests of better operation? From others: Why can't flanges on scale equipment be made smaller? Operation would still be as good.

A. We have no concrete answer for this one although the model railroad section of the Hobby Industry Association is recommending that NMRA investigate the possibility of increasing the HO flange standard from .0030" to .0045". Conversely, some O gauge scale manufacturers feel that a reduction in O gauge flange size from .0055" to .0045" would result in better operation.

Some imported (notably Fleischmann) equipment already is equipped with an oversized flange but seems to take standard HO track very well. HO manufacturers, especially the RTR men, feel the larger flange would permit better operation since much HO is now finding its way into the hands of non-hobbyists. Few manufacturers in HO would be willing to produce and inventory two types of equipment. HO flanges were increased in size some years ago with noticeable improvement in tracking. The flange of Fleischmann cars is not noticeably larger when in operation than any other cars. How do RMC readers feel?

ROLLING STOCK HINTS

SMART railroaders who have a working layout will have available a few cars with different types of couplers on each end. Then visiting rails can try their engines with the owner's cars, even if they have different couplers, or all available cars may be tied on to test the pulling power of an engine. Failing such a coupling car, you can hook most types of couplers together with a piece of copper wire which can be twisted around the shanks of the couplers. With fairly heavy wire such as No. 20 bell wire you can simply bend hooks to slip over the shanks and avoid the trouble of twisting the wire.

If you cannot get the right size jewels for marker light "lenses," try using a speck of paint the right color. Some fellows use nail polish, but test first if you are using plastic markers to see if the polish will do too much damage to the plastic.

On engines having either a tender drive or a flexible shaft drive right from a cab-mounted motor (Bowser and some Mantuas), the motor shaft and the worm shaft should be in a straight line if possible. If a straight line is not practicable, tilt either motor or worm shaft so that imaginary extensions of shafts will intersect as nearly as possible to halfway between the end bearings of each. If the spool-made curve in the rubber or plastic tubing interferes with good operation, replace it with soft natural rubber tubing such as may be obtained at a drug store if you ask for a catheter. This will also let the engine take sharper curves than with the heavier and more oil resistant tubing.

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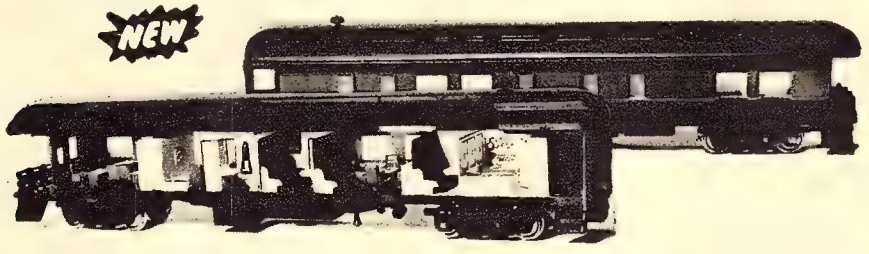
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"OO" Gauge Equipment, Buy-Sell-Swap for equipment in other gauges. Many new items in "OO". Dealers—Clean out your "OO". I'll buy it. Fred Schorr, 248 Boland Ave., Wilkes-Barre, Pa.

HO KIT ASSEMBLY, MECHANISM ASSEMBLY, SERVICE, BAKED SPRAY PAINTING, DECALING. AKRON RAILROAD MODELS, 122 MARVIN, AKRON 2, OHIO. UN 4-0189

PASSES EXCHANGED

TIMBER CREEK & WESTERN RAILROAD & BUS LINE: Mike Corcoran, Jr., 230 So. Jackson St., Woodbury, N.J.

SKUNK HOLLOW & WESTERN RAILROAD: Robert C. Ivory, RD 1, Jamesville, N.Y.

CHAR-WIN CENTRAL RAILROAD: Charles and Winifred Diehlman, 592 Townsend Ave., Columbus 23, Ohio.

K L & K RAILROAD "O" GAUGE: John Krois, 723 Barney Ave., Cincinnati 15, Ohio.

BROOKLYN EASTERN O-GAUGE: Ben Smith, 165 Tompkins Ave., Brooklyn 16, N.Y.

VICTORIA NORTHERN RAILWAY: Dr. R. F. Dohn, 2332 Clifton Ave., Montreal 28, Quebec.

LITTLE BALTIMORE & OHIO: Dan Maguire, 6707 Selkirk Rd., Baltimore, Md.

MINNEAPOLIS, ST. PAUL AND SAULT STE. MARIE RR: Robert Hesse, 85-24 125th St., Richmond Hill, Queens, N.Y.

SWAPPERS

WANTED: Buy or trade 1 ea. 2625, 2627, 2628 Lionel pass. cars, mint (never on track) complete with cartons for set of 4 "Congressional" cars in same cond. Dan Moss, 405 Byron Ave., Mobile, Ala.

WANTED: Lionel catalogs from 1937-42, 1946-54. Must be good cond. State price. Arthur Paul, Metropolitan Station Box 6446, Los Angeles, Calif.

T/S: Lionel trains; 3 locos, 13 fr., 5 pass., 2 pr. 022 sws., other access. and trk. List avail. Want HO. George H. Palmer, A/1c, USAF, 3100 Judah St., North Sacramento 15, Calif.

WANTED: Lionel Blue Comet locos & cars—Std., O ga. & State cars, Describe with prices. Robert Blesse Jr., 3039 Burdeck Dr., Oakland 2, Calif.

WANTED: Old elec. trains, Lionel locos 5-6-7-9-34-42-50-51-53-54. Cash. Describe with prices. E. P. Hostetler, 4444 Anderson Ave., Oakland 19, Calif.

T/S: RR Mag. '32-'50, RAILROAD MODEL CRAFTSMAN '36, '40 to date, pix, negs, Car Builders Encyclopedia, mags., timetables, etc. Want HO equip., stamp collection or cash. W. D. Barry, Jr., 3073 Haverhill Court, Riverside, Calif.

TRADE: Reconditioned ¼" AF O ga. 2-6-4 Hudson with 12 wh. tender for what have you in Lionel motive or rolling stock. Gary Allen, Sigma Chi, Stanford, Calif.

SELL: HO frt. cars w/Devore auto cplrs., trks., $2 ea. Red Ball-Braced caboose; Varney-Reefer "Rathsham," Cattle car; Silver Streak-"Texaco" tank; Athearn "Swift" reefer, MDC-Box Milwaukee; Varney-#1865 Metal tender, 350 orig. ctn. Alden Yund, 1730 14th St., Sacramento, Calif.

T/S: Lionel 027 loco (2-4-2) w/whistle, oper. searchlite and crane, cars trk. etc. Excel. cond. Want HO. S. McDaniel, 2410 56th St., San Diego, Calif.

WANTED: Lionel 700 EW Hudson loco. State cond. and price. H. G. Mileur, 2307 Cowley Way, San Diego 10, Calif.

FOR SALE: Complete set RAILROAD MODEL CRAFTSMAN, many other American & British model mags., Railroadiana. List. Walt Harris, 45 W. Elm, Stockton 4, Calif.

SWAP: Penn Pacific, Hobbyline D&RGW dual ALCO A, Colt 22 pistol, 3 Varney metal F-3s, 2 motors, English Pacific—much detail, Mantua Pacific, Mikado, Varney FEC F-3 A. Want large steam locos; Kemtron Baldwin switcher. John Hartmeyer, Regis College, Denver, Colo.

FOR SALE: Bowser 4-6-6-4, partly as bld.; 4-6-2 kit; SP-1 tender kit. Maerklin 3 rail str. and cur. trk. Early copies RAILROAD MODEL CRAFTSMAN, Model Railroader, Railroad Magazine. List for stamped envelope. T. J. Sommer, Codfish Hill Rd., Bethel, Conn.

SWAP: Penna Blue Streak 85' coach (built up kit, perf.) Worth $6. Want 2 Central Lines pass., baggage, etc. Robert Rzasa, 806 Old Field Rd., Fairfield, Conn.

SELL: $115 worth O Lionel trains—$95. Send for list and details. Robert Nelson, 10 Lazy Lane, Farmington, Conn.

T/S: English Pacific (needs 2 drivers 1 geared $3.50), English 8 wheel drive Diesel Switcher (need belt 10c). Sell both for $25 or trade for Penn Line Consolidation. Trade Pacific for Aristo Craft Ma & Pa; Diesel for IMP Steam Switcher. J. E. Murphy, 733 Beaverbrook Rd., Baltimore 12, Md.

WANTED: Old Std. ga. trains—any cond. State make, cond., and price. F. H. Heimann, 580 Forest Rd., West Haven 16, Conn.

FOR SALE: AF "S" sws., cars, DC locos; recent Official Guides. Request list. Carl Wieland, Rehoboth Beach, Del.

WANTED: HO steam type engines in any beat-up cond. Want drivers and motor. List price. Ralph Richards, 7225 E. Buffalo Ave., Tampa 5, Fla.

FOR SALE: Entire AF layout. $800 retail value for $225. Sell separately. Stamped envel. for list. A. Ehrenberg, 305 Forsyth Bldg., Atlanta, Ga.

WANTED: Varney steam locos, HO catalogs, brochures, etc. Model Railroader and RAILROAD MODEL CRAFTSMAN before 1947. F. R. Orr, Box 455, Savannah, Ga.

TRADE: Over 600 US and foreign stamps—unsorted. Swap for HO loco or cars. Best offer takes all. J. Arnold, 5660 W. Washington, Chicago 44, Ill.

WANTED: O ga. steam loco kits or built up. A-N, Int., Hines, Lobaugh Mini-scale. Scalecraft, etc. William J. Callaham, 10840 Hale Ave., Chicago 43, Ill.

SELL: O ga., scale, 2R, GMC F-3 Diesel loco, A & B. Painted UP colors. A single powered DC, B dummy. Nice appearance, good cond. $60 f.o.b. Chicago. O. M. Hughes, 9960 S. Throop, Chicago 43, Ill.

FOR SALE: $400 worth of HO—frt., pass. cars; built-up and kits. $185 for lot. Sell singly. John Lyko, 2721 S. Keeler, Chicago 23, Ill.

WANTED: For trade or cash. Varney super engines or Northerns, any cond., or parts. T. G. Richards, 5623 N. Newcastle Ave., Chicago 31, Ill.

WANTED: Ideal residential homes, cardboard kits. Also hotel, apt., stores and bridge. Must be complete and in kit form. State price. Ed Seidler, 4339 N. Whipple, Chicago, Ill.

FOR SALE: 5x8 HO layout—trans., trk., sws., scenic access. RR mags., 25c. RDC, Hudson loco. List for stamp. Robert S. Tomaso, 4921 W. Addison, Chicago 41, Ill.

WANTED: S ga. Scale equipment, Peare Work Cars, Rex or Enhorning Locos, private owner reefers, Trolley cars or what have you. State cond. and price. D Voytanic, 3419 W. 65th Place, Chicago 29, Ill.

FOR SALE OR TRADE: Pre-war Lionel No. 257, excel. cond. 2 repainted pass; No. 2454, 2452X, repainted, excel. cond. Richard Pratt, 3434 W. 114th St., Chicago 43, Ill.

SWAP: AF pass. train and AF frt. train—switch, crossing signals, gates, uncplr., 2-way whistle and tracks. Want HO trains. Wayne Allen Kemp, RR 1, Box 60, Crystal Lake, Ill.

WANTED: Used Mantua Belle of the Eighties—any cond. To be used for scratch building. State price and cond. Richard Jacky, 509 Thomas Ave., Forest Park, Ill.

T/S: 45 plastic cars, some with metal bottoms, mostly box cars. $1.50 ea. or swap for metal or wood cars or what have you. Send for list. Bill Richmond, 7238 Washington Blvd., Forest Park, Ill.

For SALE: Bowser 4-6-6-4 with tender. 60 cars, Atlas pre-fab track, sws., electrical equip. for cab control, and misc. equip. Free list. Eugene Scheer, RR 1, New Lenox, Ill.

T/S: Have over $1000 worth of AF layout. Want HO equip. For more detail and list write only if deeply interested. Teddy Chiz, 468 No. Colony Rd., Wallingford, Conn.

SWAP: Twin tank, full face mask Aqua Lung—worth $150—for HO locos, steam or diesel, trackage, Power Pak—what have you. William Mortimer, 350 Dogwood, Park Forest, Ill.

TRADE: Stamps—125 US and foreign. Want HO frt. in good cond. Chuck Feldman, 4041 Brookmont, Peoria, Ill.

FOR SALE: HO train set, Electrapack, Revell T7001 diesel, 8 cars, 2 auto rerailers, 2 auto uncplrs, terminal track, bumper, 3 elec. switch-1R 2L, 45 sec. snap trk. $75 or best offer. James Cochran, PO Box 566, Peotone, Ill.

FOR SALE: HO train and equip. figures, etc. Write for list. Carl Landrum, 920 Spring, Quincy, Ill.

T/S: RAILROAD MODEL CRAFTSMAN 1949-57, MODEL CRAFTSMAN 1934-48 (Collectors' item), Model Railroader 1941-57 (none for '45 and '46). Want T B Y radio or other ham equip. Mags. not PP. David McKenzie, 2119 Douglas, Rockford, Ill.

FOR SALE: HO SW7 G M Santa Fe, Penn A units, ten cars, power pack, 9x6' of track, sw. trk. Mounted on 9x6 plywood if desired. $33.50. Bill Pennebarker, 1429 Union St., Columbus, Ind.

WANTED: Old Ives trains, cast iron toys, old live steam toys, old Std. Ga. Any cond. William Paul, 107 Richardt, Evansville, Ind.

T/S: Ho. 20 locos. Varney 4-6-2, 2-8-2, and 2-8-4, Brute diesels, Hobbytown, Penn Line steam, International steam. Trade for 300 watt 35 mm slide projector or portable typewriter. Stamp for list. F. R. Woolard, 332 West Staat St., Fortville, Ind.

FOR SALE: Penn Line K-4 loco, 18 built up frt. cars, Baker auto cplrs. on all. Extra 12 wh. tender. $40 takes all. Paul Cox, 1650 North Leland Ave., Indianapolis 18, Ind.

T/S: HO Mikado kit, Tetsudo Mokeisha. Trade for diesel or sell for best offer. Bob Menten, 3809 N. Campbell, Indianapolis, Ind.

SWAP: TT HP 2-8-2 Mikado, factory assembled, working valve gear, large tender, test run only. Want HO Belle of the Eighties kit or equal old timer loco kit. J. T. Hanson, 65 Forest Dr., Jeffersonville, Ind.

WANTED: Std. ga. loco, must run. Offer up to $15. State model, cond. and price. S. H. Davis, 240 Van Buren, Terre Haute, Ind.

FOR SALE: Lionel nickel-plated brass loco w/tender. Approx. 35 years old. 22" long. No serial number. 3 pass. cars and access. Excel operating cond. N. A. Loen, RD 3, Davenport, Ia.

SWAP OR BUY: 027 or O ga. equip. Any cond. if repairable. F. G. Daly, 617 Bowery, Iowa City, Ia.

FOR SALE: Penn Line K-4 Pacific, new cond., $25. Trade for Tenshodo or United Steam or Penn Line Decapod. Gilbert Hudson No. 15. English Mikado with Penn Line tender $15. Joe Ruby, 611 S. Beaumont Ave., Harrodsburg, Ky.

T/S: Model Builder, Dec. 1940-43. Want HO turntable, metal or wood cars, or steam loco. Many stamps to swap for HO. Bob Groeninger, 200 E. 32nd St., Baltimore 18, Md.

T/S: Lionel No. 726 2-8-4 Berkshire. $30 or swap HO pass. equip. Dan Maguire, 6707 Selkirk Rd., Baltimore 12, Md.

SELL: Gilbert Hudson frt., $40. Gilbert 0-6-0 switcher No. 433, $22. Gilbert Alco diesel switcher, $20. Athearn diesel switcher, new cond., $7. Jim Hammond Jr., 6206 Maiden Lane, Bethseda, Md.

T/S: 2 HO SP Athearn F-7 rubber band driven diesel A units, good cond., interchangeable B unit. SP caboose. Trade for any 0-6-0T in good cond., or best offer. John Gaarde, 2220 New Willow Rd., Northfield, Ill.

FOR SALE: Scale Craft 4-8-2 pre-war O ga. built up, outside 3rd rail. Complete detail. Lettered Southern Pacific. Make offer. William Bill, Rt. 1, Frederick, Md.

T S Std. ga. Lionel electric E-8 gondola, reefer, caboose, Pullman, obs., 4 switches, approx. 65 secs. trk. Want Lionel 027 equip. John J. Berry Jr., 91 Milton St., Arlington 74, Mass.

FOR SALE: AF twin "A" unit 4 car diesel streamliner incl. 190 watt dual-control trans., pr. remote sws., whistle, automatic uncplr., 20' trk., 13 Plasticville bldgs., autos. Original cost $150. Consider offers. Paul Petrowski, 595 Summer St., Lynn, Mass.

WANTED: New Haven motive power, New Haven & New York rolling stock. State cond. and price. J. Dupios, 80 Grove St., Milford, Mass. (All gauges? Ed.)

FOR SALE: HO rolling stock, diesels, access., some trk., sws. State needs. Bill McGurk, 49 Holmes Rd., Pittsfield, Mass.

WANTED: Assorted metal RR emblems as featured in cereal box giveaways. Forward price, quantity. P. Murray, Blanding Rd., Rehoboth, Mass.

WANTED: Gargraves stainless S ga. trk. State price-cond. Have AF trk. in excel. cond. for sale, 15c pc. James Mulrennan, 20 Dale St., Roslindale 31, Mass.

TRADE: Lionel box, gondola, tank, flat 2 autos, caboose. Want HO. Send list. David Mansfield, Box 117, Seekonk, Mass.

FOR SALE: Athearn HO train. HI-F powered A&B units, bag. 2 coaches, vista dome, obs. All with talgo tks. NMRA cplrs. Good cond. $15 takes all. J. Hediger, 20045 Audette, Dearborn, Mich.

WANTED: Lionel AF and Ives Std. and O ga. locos and cars prior to 1933. Buy if price is right or trade HO cars and kits. R. L. Duckworth, 1696 W. Troy Ave., Ferndale 20, Mich.

SWAP: HO. Want AF S tinplate train and equip. Send stamp for list. R. A. Foerch, 1112½ W. Ottawa, Lansing, Mich.

FOR SALE: HO equip.; switch machines, pass. car kits, controls, power pack etc. Good cond. Harry Gorske, Linwood, Mich.

T/S: O scale 2 rail frt. cars and A-N 4-6-2, Hines 2-8-2, Thomas 2-8-0 reworked to 2-8-2, trk., sws., etc. My list for yours. Gregg Williams, 296 Lovell, Rochester, Mich.

WANTED: "S" Hudson loco in good cond. and "S" pass. cars link or KC. M. A. Cole, 2621 Bryant N., Minneapolis 11, Minn.

T/S: 4 cast metal replicas of Colt pistols, actual size: Wells Fargo .31, Paterson .40, Army .44, Peacemaker .45. Value $5.95 & $6.95 ea. Want HO kits, locos & cars. D. M. Christsen, Box 122, Columbia, Mo.

WANTED: Miniature 2 or 4 cycle water cooled gas engine or Atlas bench type milling mch. in good cond. Swap HO RR equip.—large assortment. Allen Barker, 615 Begley, Poplar Bluff, Mo.

FOR SALE: Tru-Scale double turnouts No. 4, LH-RH, both for $12. 100 back issues assorted RMC, MR, MT, Toy Trains—majority '54-'57. All for $20. R. H. Carmack, 5859 Rhodes Ave., St. Louis 9, Mo.

FOR SALE: M 10,005 Marx train. A. Senf, 4347 West Pine, St. Louis 8, Mo.

WANTED: .172 brass rail, S ga. Tru-Scale self-gauging road bed, Gargraves pre-fab trk., good cond. State quantity & price. G. C. Wade, 7120 Oreon St., St. Louis 20, Mo.

FOR SALE: AF loco 4-8-4 with 8 cars including lumber unloader, handcar and shed, 3 sws., trans., and bldgs. $50. Mike Jess, RFD 3, David City, Neb.

FOR SALE: 4 wh. ¾ scale vert boiler engine parts, 15 ft. rail, all plans, $30. D. Knowles, 50 E. Pine St., Audubon, N.J.

SWAP: RR passes printed also envelopes, letterheads, etc. Low price or swap for Lionel, AF or HO ga. Write for samples and price list. Douglas Haustein, 94 Winans Ave., Cranford, N.J.

WANTED: Tenshodo and United locos: articulated or kit for Bowser 4-6-6-4. Walker-Turner Jig Saw, Model J-12, and cond. Midget Universal circular saw. Howell Day, 300 Vail Ave., Dunellen, N.J.

SELL: 18V AC-DC motors $4.25 pp. Lionel equip. Back issues model mags. .049 gas engine. RR slides. 20 power telescope $12 pp. All excel. cond. List for stamp. E. J. Scheffler, 167 Phelps Ave., Englewood, N.J.

T/S: Athearn HO PRR set—"A" powered F-7, "A" dummy, 3 pass. cars NMRA cplrs., good cond.—$15 or HO frt. cars, trk. or misc. Will print passes in return for HO cars, trk. etc. V. Talierico, 1112 So. Elmora Ave., Elizabeth, N.J.

FOR SALE: No. 282 Lionel Gantry Crane, very good cond.—$14. Wm. Jennings, Box 228, High Bridge, N.J.

T/S: Power pack, trk., good cond. Half price or trade for large HO loco frame and boiler castings or large locos you have laying around broken or in poor cond. Andy Romano, 275 Madison Ave., Irvington 11, N.J.

T/S: Trolley, electric, steam, photos. Swap for old O ga. tinplate, especially Lionel 2600 series pas. cars; for other photos; or for cash. List for stamp. Tom Graham, 127 Cottage St., Jersey City 6, N.J.

T/S: $150 worth of new HO (Gilbert-Athearn-Atlas) — 7x50 binocs., for tinplate O ga. mint cond.—12 wheel Lionel-Ives O ga. cars, accessories, catalogs. Dale Alden Miller, M'Haha Sta. PO Box 5035, Minneapolis 6, Minn.

WANTED: Lionel locos No.s. 227-228-226EW-700EW and 763EW; Lionel 072 "T" rail. Swap for new or used O or HO or will pay cash. State cond. and price. F. T. Osowiecky Jr., 6 Bradford Rd., Old Bridge, N.J.

WANTED: RAILROAD MODEL CRAFTSMAN—Jan. '48, March '49. Model Railroader—Jan., March, Apr., June, Aug., Sept., Oct., Dec. '48; Jan., Feb. '49; Jan. '50. John Tursky, 25 Alyea St., Newark 5, N.J.

FOR SALE: AF S ga. trains—Atlantic Frt. set 5 cars trans. $30; Diesel frt. 3 cars trans. $20. Ronald McGrath, Box 185, Pluckemin, N.J.

T/S: Kusan-Auburn O ga. 2 rail DC-new ALCO diesel N H, Powered $6. Athearn U P GP-9 8 wh. gear dr., like new $13. Varney GN F-3A Powered/Dummy B $12. Want Mantua General, Mogul, etc. J. Francis, 38 Merritt Ave., South Amboy, N.J.

FOR SALE: New Hobbytown power unit for Globe F-7 diesel, D C 90 motor, $14.95 original price, asking $10.95 or trade for I M P O-la electric kit. Andrew Melnick, 13 Glen Rd., West Orange, N.J.

FOR SALE: Lionel 027-627 44 ton diesel, 2 gondolas, flat with pipes, op. brakeman car, caboose, 40 pcs. str. and 15 cur. trk., 2 pr. manual sws. (1 Marx), 1 pr. remote control sws. Worth $50—sell $25. Douglas Farrar, 25 Cedar Place, Garden City, N.Y.

WANTED: Varney Supers and pre war HO locos, old brass boilers and parts. State cond. and what you want. Buy or trade. Harold Fletcher, 42-64 65th Place, Woodside 77, L.I., N.Y.

T/S: 45 back issues of Model Railroader—best offer over $25 takes lot. Consider trade for TT Equip. Jack Goss, 25 Rose St., Bethpage, N.Y.

SWAP: Popular Photography and Modern Photography from 1939 to date complete. Want Lionel, Elliot Greenman, 2012 68th St., Brooklyn 4, N.Y.

SELL: Lionel O ga. frt.—loco w/tender, 7 cars, trk., 3 pr. sws. and access., good cond. $100—offers considered. Stamp for list. Paul Hale, 178 Parkwood Rd., West Islip, N.Y.

WANTED: Locomotive Builders Cyclopedias, old issues. Swap new or used HO locos, unused kits. M. Hubert, 21 West 88th St., New York 24, N.Y.

TT/S: HO locos, frt., in kit or built up units; 1950 illuminated New Haven Pas cars. Want Atlas snap or customline trk. and sws. W. McShane, 613 E. 16th St., Brooklyn 26, N.Y.

SWAP: HO diesels—Varney F-3, Lindsay Alco, Rivarosi F M. Want steam power. State cond. and missing parts. Details on request about diesels. S. R. Lyttle, 658 Macon Place, Uniondale, L.I., N.Y.

WANTED: 622 NYC UP 2481-3, 213 Bridge U P 2023, 2421-3 Silver, 2534 Silver Platter, 624 C&O-497-600 MKT-610 Erie-2028 Penn-2328 Burlington-2331 Va-2340 red 621 JC-2341 JC-601 Seaboard. K. L. Monas, 583 E. 55th St., Brooklyn, N.Y.

FOR SALE: HO ga. Roundhouse pass. and frt. trucks. Frt. cars. Stamp for list and prices. P. Oppmann, 1440 Midland Ave., Bronxville 8, N.Y.

T/S: $43 worth of 16 various unused original HO frt. car kits for $20 or equivalent in mint 3c US postage stamps. Clyde H. Proper, 2963 215th Place, Bayside 60, N.Y.

T/S: AF Vista Dome Limited $55; N H Electric Switcher $25; Hudson $22.50. 3 pr. remote control sws. and trk. 22 frt. cars, oper. stock yard and other access. Send for list. Want HO. Richard Rusakowicz, 28-32 37th St., Long Island 3, N.Y.

WANTED: TT any make locos and rolling stock. Prefer Rokal trk. & sws. State items, cond. and price. Alfred Schweitzer, 2537 33rd St., Long Island City 2, N.Y.

FOR SALE: Lionel Std. Locos—400E, 392E, 381E, 390E, 384E, 1835E, 38, 50, 33. Pass. cars 18, 19, 190, 418, 419, 431, 490, 31, 32, 35, 36. Back issues Toy Train catalogs, misc. mags. Ben Smith, 265 Tompkins, Brooklyn 16, N.Y.

FOR SALE: UNION PACIFIC Model 752W Lionel outfit, good cond. Henry Tepper, 81-21 Langdale St., New Hyde Park, N.Y.

T/S: RAILROAD MODEL CRAFTSMAN and Toy Trains mags. for old 027 and S 3/16 ga. locos, etc. Floyd Lewis, 65 Thorpe St., Binghamton, N.Y.

TRADE: K B 35 w/2 props & fuel tank, run once. Want HO diesel gear drive in good running cond. R. J. Orlando, 134 Isabelle, Buffalo, N.Y.

FOR SALE: 20 secs. Atlas regular trk., 50c a sec. C. C. McMillan, East St., Canandaigua, N.Y.

T/S: Trix trk. w/plastic base, str., cur., 4 elect sws.; HO trk., str., cur., plastic base. Fine cond. Want Ives. Gustave J. Roth, 42 Willets Rd., Harrison, N.Y.

COLLECTORS: Lionel steam type No. 1666 w/tender. Lionel frt. cars 2556-2677-2679-2682. Cash or O ga. scale equip. Ernest Way, Shady Lane Farm, Ossining, N.Y.

WANTED: Lionel Pullman, 2625 Irvington, 2627 Madison and 2628 Manhattan. State price and cond. Ralph Bauerle Jr., 14 Noxon St., Poughkeepsie, N.Y.

WANTED: Pre-war Lionel "City of Denver" streamliner, complete 4 units. Pay well for one in mint cond. Russ Christensen, 157 Manor Parkway, Rochester 20, N.Y.

FOR SALE: Many Plasticville houses. Czechoslovakia—RR on stamps 1956 issue three val. only 15c in coin. Harold L. Laroff, 9 Columbus Ave., Spring Valley, N.Y.

FOR SALE: Lionel equip.—364 lumber loader, 3461 lumber car—$15. 51 switcher, excel. cond. $7.45. 6464-225 SP box $3.95. Many other items. Send for list. Stamp lease. David Miller, 137 Stadium Place, Syracuse 10, N.Y.

T/S: Collection of railroad operating timetables—every RR in US. Want HO. Stamped envelope for details. Arthur Weiland, 15016 Schuyler Ave., Cleveland 11, Ohio.

T/S: Large Lionel layout, very good cond. AF roadbed. Electric games. Remco toys. Want foreign or US coins, train catalogs & mags. Walter Wisniewski, 4545 Mercer St., Philadelphia, Pa.

FOR SALE: Varney, Mantua & Laconia cars, $1 to $1.50. Atlas assembled sws. $1. NMRA cplrs. 5c pr. Send for list. C. R. Green Jr., 1562 Blossom Park, Lakewood 7, Ohio.

FOR SALE: $411 of Lionel 027 ga.—26 cars, 4 locos, gang car, 95 str. 5 half str., 45 cur. 5 pr. sws., 2 crossovers, 2 trans. Best offer over $225. Tom Guernsey, 2845 Amanda Rd., Lima, Ohio.

T/S: Used AF S ga. K5 Pacific frt. set with extra cars, trk., sws. Want 1946-48 Lionel O ga. equip. Earl Holloway, 709 Elizabeth Dr., Ardmore, Okla.

FOR SALE: Lionel 027 GP-7 engine, pass. & frt. trains, enough track for a sizeable layout, lots of Plasticville bldgs. Worth $250—nearest offer to $175. Douglas A. Rodgers, 910 24th Ave., Altoona, Pa.

SWAP: Early 1927 Lionel Elec. loco No. 256, 4 frt., 2 pass. cars, 021-SWS, No. 97 coal elevator, access., trk. Want Mantua Camelback & Little 6 locos, cars, or best offer. William S. Eberman, 807 Linden St., Bethlehem, Pa.

FOR SALE: Lionel 027 set w/trans., 2018LTS loco, 4 cars, circle trk., 3 str. trk., remote uncplr. trk. Slightly used. P. E. Bennett, Box 378, Boalsburg, Pa.

FOR SALE: HO Varney F-3 diesel (unpowered plastic), 24 frt. cars, 5 sws., trk.; RAILROAD MODEL CRAFTSMAN, Model Railroader, Model Trains mags. Best offer. Michael R. Pluhta, 311 Comrie Ave., Braddock, Pa.

SWAP: Lionel 402 loco for any make Std. ga. loco of comparable value. W. A. Warheit, RD 11, Butler, Pa.

SWAP: Lionel 00 super detail 2 rail Hudson loco & tender/whistle. Stamped self addressed envelope. Russel Steele, 324 Walnut St., Catasauqua, Pa.

FOR SALE: AF S ga. Rocket A&B $20. Penn K-5 $14. 0-8-0 $15, 4 Red pass. cars $18. New frt. cars ½ price. Tyco HO frt. set $18.15. Stamp for list. William Ramsey, 221 E. Montg. Ave., Hatboro, Pa.

FOR SALE: Lionel loco 226E, 2600 series pass. cars, 2813 box car, 2814 cattle car. Best offer. Robert P. Ford, RD 1, Box 77A, Hooversville, Pa.

WANTED: Varney, Bowser, Penn Line, Famoco, Mantua, English, metal locos. English metal coaches. Priced right, good cond. Will sell surplus trk., access., plastic cars and diesels. Don Whitehead, Industry Pa.

SWAP: 022 switches for 1615 switcher, 2500 or 2600 series pass. cars, or pre-war electric locos. E. DeZubay, Pine Glen, Karthaus, Pa.

FOR SALE: HO Empire, 8 locos, 50 cars, bldgs., figures, 250' trackage, etc., 110 RMC & MR mags. Trade part for small pistol. Axel Rinquist, 1741 Windsor Ave., Lancaster, Pa.

T/S: Penn Line Decapod; Varney Dockside; 2 Varney A units both w/power. Want new Artic. or Mikes, Mounts, etc. J. Madigan, 46 Kingapple Lane, Levittown, Pa.

FOR SALE: Mantua "Big Six" plus special tender, runs well, spray painted. Kit cost $23, asking $17.95 built up. E. J. Siskin, 26 Tulip Lane, Levittown, Pa.

TRADE: Fleischman Power Pack and Blue Line HO pass. kits for Atlas snap track and Rectifier. E. Mihoces, 4900 Third St., Versailles, McKeesport, Pa.

WANTED: Lionel 700 EW Hudson loco w/tender, 3 rail. R. G. Clark, 405 Magnolia Dr., Morrisville, Pa.

WANTED: HO ready-to-run frt. cars with NMRA cplrs. Walter Brennan, RD 1, Box 167, New Stanton, Pa.

FOR SALE: HO interurbans & trolleys—frt. and pass. List 3c stamp. C. K. Given, 2557 S. Parkview Dr., Norristown, Pa.

FOR SALE: 59 Model Maker Magazines 1926-1936. 24 copies 1938-1940. Best offer. John A. Dorsam, c/o Wiley's, Orcland, Pa.

WANTED: Railcraft/Beeman ribbed side hopper cars; Lobaugh Pe nsy Express reefers; Kasiner full le gth pass. cars; Max Gray frt. cars. All O ga. Kits preferred. Alfred H. Broadbent Jr., 118 Chesney Lane, Philadelphia 18, Pa.

SWAP: Bowser Art kit for Pennline T-1 built up or Varney Berkshire kit or PFM Shay. S. Cohen, 6638 Sylvester St., Philadelphia, Pa.

WANTED: Lionel No. 3456 oper. Hopper cars. State price & cond. James L. Grove, 1325 Smithfield St., East Liverpool, Ohio.

FOR SALE: S ga. A-B-A diesel pass. set, $45. Locos, cars and access., good cond. Stamp for list. Richard Slowick, 2536 Swain St., Philadelphia 30, Pa.

FOR SALE: 50 assembled Kurtz Kraft position indicating switch machine controllers, 50c ea. W. S. Leary, 18 Bells Mill Rd., Philadelphia 18, Pa.

FOR SALE: Lionel—8 locos, 36 frt., O ga. trans., trk., perfect. List for stamped envelope. William A Lockhart, 1025 South 51st St., Philadelphia 43, Pa.

WANTED: Winton Articulated, other "Big" HO locos (no Penn Line). W. R. Chilcott Jr., 538 Atlantic Ave., Pittsburgh 21, Pa.

WANTED: HO locos, especially Athearn and Penn Line, frt. and pass. cars, all lettered PRR. Trade over $350 in HO, mags., or pay cash. J. Denhart, 2015 Lindsay Rd., Pittsburgh 35, Pa.

FOR SALE: AF train controller, new, 300 watts, volt & amp. meters, "Dead Man's control" red & green lights, on-off switch. Regular $40 now $15. Jim Kleinberg, 5558 Wilkins Ave., Pittsburgh 17, Pa.

WANTED: HO pass. kits or cars—J C, PRR, Pullmans. J. E. Ricketts, V A Hospital, Pittsburgh 40, Pa.

WANTED: Lionel green 412-4, 416, 428-9; Lionel brown 412-4, 416; Lionel 214R; locos 381U, 9U, 9E, 392, two-tone 408E; Streetcars; catalogs before 1925. Carl Robinson, 7303 Hermitage St., Pittsburgh 8, Pa.

T/S: Lionel O & O27 locos, O cars. Want HO locos, cars and/or power packs. Send stamp for list. Best offer takes. Fred Zager, 160 Cherrydell Dr., Pittsburgh 20, Pa.

WANTED: Complete valve gear for Lionel 700 E. loco. 1 or 2 fiber gears for Lionel 260E loco. Pay top price. Harry B. Maurer, RD 1, Ronks, Pa.

WANTED: Bowser Articulated w/wo tender, kit or built. Trade Mantua General, unpainted, good running cond. English Mike, runs good, no valve gear. MDC 0-6-0 scratch built cab, runs good. James Greener, 2436 Lafayette Ave., Roslyn, Pa.

WANTED: Frame for Lindsay 1600 HP diesel. Pay list price. Wardie Jay HO circus wagons, kit or built up. 70' Stock cars. No reasonable offer refused. George Woodward Jr., 1383 Arnold Ave., Roslyn, Pa.

FOR SALE: 2 prs. O Lionel frt. trucks w/knuckle cplrs., new. K. Braddock Rogers, 617 W. Miner St., West Chester, Pa.

T/S: Varney Super Mike, Dockside, Imp Atlantic, Red Ball 16" turntable and 20 engines. Stamp for list. Want Penn Line steam, dummy units of Hobbytown Alco Switcher (metal), Lawrence GP-7, Kemtron Baldwin. John Rorke, 213 N. Penn St., West Chester, Pa.

T/S: Kusan Auburn frt. cars. Want HO frt. cars. Thomas Cook, 138 Storm Hill, Wilkes-Barre, Pa.

FOR SALE: AF loco 303 w/tender, 6 frt. cars including 2 auto unloading cars and access., 20 cur. and 23 str. trk., pr. auto sws., auto log loader, 2 auto uncplrs., spur bumper, No. 1½ trans., station and bldgs. Richard Rigby, 1 Maxson Hill Rd., Ashaway, R.I.

TRADE OR BUY: No. 4805 A Lionel sample make GG-1 No. 2625 Irvington No. 2627 Madison 2628 Manhattan Pullman cars. Want O ga. Interurban or City street cars. A C power. Harold Williams, 168 Bay Street, Providence, R.I.

FOR SALE: Lionel No. 50 gang car $3.95, Lionel Trestle set No. 110 $2.95. Like new. Edward J. Sullivan, 82 Willett Ave., Riverside, R.I.

T/S: AF S ga. No. K5364W Silver Rocket set, No. 918 Mail Pickup car, pr. remote cont. sws., plenty trk. Worth $75, make offer. Stuart Cohen, 13 Andrews Terrace, Woonsocket, R.I.

T/S: Large AF S ga. layout, including Peare steel flex trk. Reasonable. List for stamp. Want HO. Philip E. Case, Parker, S. Dak.

FOR SALE: 2 Athearn Hi-F drive F-7 A units $5.50 ea., excel. cond. Charlie Kelso Jr., 401 N. Pecan, Angleton, Texas.

T/S: AF locos, cars, trk., some new, S ga. Want Gargraves trk. and sws., S ga. N. Hellenguard, 1604 Norris, Austin 4, Texas.

FOR SALE: Kemtron rail car, new, $9. Mantua pass. cars, $3 ea. Other used engines & cars. Stamp for list. William A. Woods, 1101 W. Addition St., Martinsburg, W. Va.

WANTED: RAILROAD MODEL CRAFTSMAN—Sept. '44, Oct. '39 and Jan. '48. B. M. Caldwell, 3815 Shelby Dr., Ft. Worth, Texas.

TRADE: Lionel loco, tender w/ whistle and auto lumber car, oval trk. for Revell HO U P 0-6-0 steam loco with smoke. Roland C. Davis, Box 75, Grandfalls, Texas.

T/S: HO trolley bus set (new) Penn Line Jeep (built-up), cars, Atlas trk., Recti-Pak, excel. cond. List for stamp. $35 or TT. J. C. Mangrum, Rt. 1, Lewisville, Texas.

FOR SALE: SP HO—4 locos including IMP SO-7, Hobbytown ALCO switcher, 20 frt. cars, bldgs., sws. and misc. equip. Stamp for list. All for $125. Train mags 1942 through 1956. David Offutt, 1014 West 15th St., Odessa, Texas.

FOR SALE: O ga. locos 226E and 225, trk., 100 pcs. 027 ga., cars, tunnel, Std. ga. trans., light bulbs, Std. ga. trk. Most equip. mint cond. George M. Colon Jr., 522 South Courthouse Rd., Apt. 303, Arlington 4, Va.

SWAP: Hobbyline 0-4-0 Yardbird, slope tender, new, NMRA cplrs. $5 ea. Want Mantua Big 6 switcher, with Mantua cplrs. Rollin E. Brown, Orwell, Vt.

TRADE: Any type OO car Scalecraft or Lionel built, painted & lettered. Want OO Nason aluminum cast cars, built or in kit form. Need Scalecraft OO CNW class H tender. O. A. Parris, 1019 13th St., Bremerton, Wash.

SWAP: Tenshodo GP-7, factory painted and assembled, Santa Fe Markings, fair cond. Want small steam switcher 0-4-0 tank or tender type. Wm. Bell, Rockford, Wash.

FOR SALE: Lionel complete set, good cond., locos, including UP A-A diesel & Penn 6-8-6 steam turbine. Original value $260—sell for $100. Andrew Smith, 123 Swarthmore Dr., Charleston 2, W. Va.

FOR SALE: Marx crossing sig. 60c, foot bridge 60c; both for $1. Carl Standstedt, Woonsocket, S. Dak.

T/S: HO steam locos, trans. Want steam or diesel. Stamp for list. John Floyd, 1012 Chickasaw, Paris, Tenn.

WANTED: Lionel 6 whl. Pullmans. Not too expensive. Jon DeVries, PO Box 158, Cameron, isc.

SWAP: Parker 51 pen set (never used) for HO equip. or old train catalogs prior to 1941. Phil Blanchard, 69 So. East St., Janesville, Wisc.

T/S: Comet gas engine model plane, $25 worth US stamps, Athearn gear-driven Santa Fe F-7 loco, B-Unit, 2 pass. cars. Want GP-9, Alco switchers, frt. cars, powered Atlas snap switches. Dick Johnson, 3470 Greenbriar, La-Crosse, Wisc.

FOR SALE: Lionel Std. ga. No. 1835E, 3 coaches, 3 frt. cars, 75' to 100' trk. Old style trans. In good shape. What am I offered? J. L. Smithel, 207 Newburg Bldg., LaCrosse, Wisc.

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WANTED: Copy of CERA Bulletin 97, Nov. '53 Trolley Sparks. Dealt with electric lines in Wisc. Must be good cond. Bill Nedden, 2137 N. 41st St., Milwaukee 8, Wisc.

T/S: Lionel 027 Lehigh Valley diesel, pr. 1022 hand sws., 40 pcs. trk., 8 Lionel and Kusan cars, trans., uncplr. trk and some Plasticville. Write for list. Want HO. Glen Woodcock, 114A Dufferin St., Toronto, Ontario.

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WANTED: Info obtaining copies proto photos appearing third cover RMC Feb., Apr., Oct., Nov. '57, Jan. '58. Don Smith, 332 McIntyre East, North Bay, Ontario.

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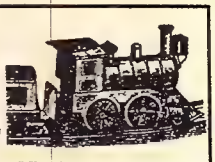

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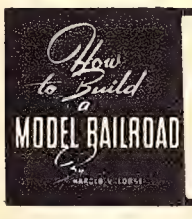

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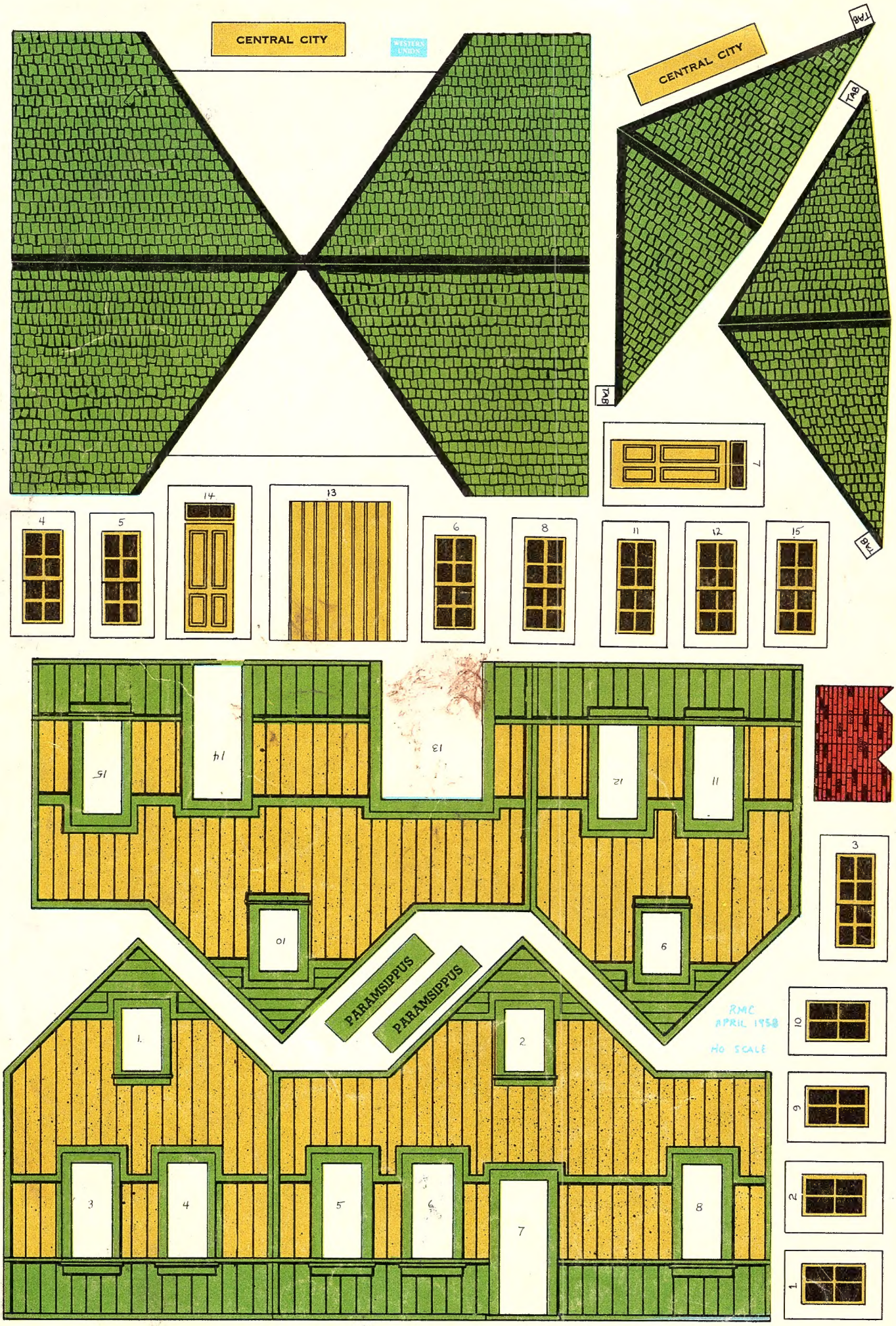
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